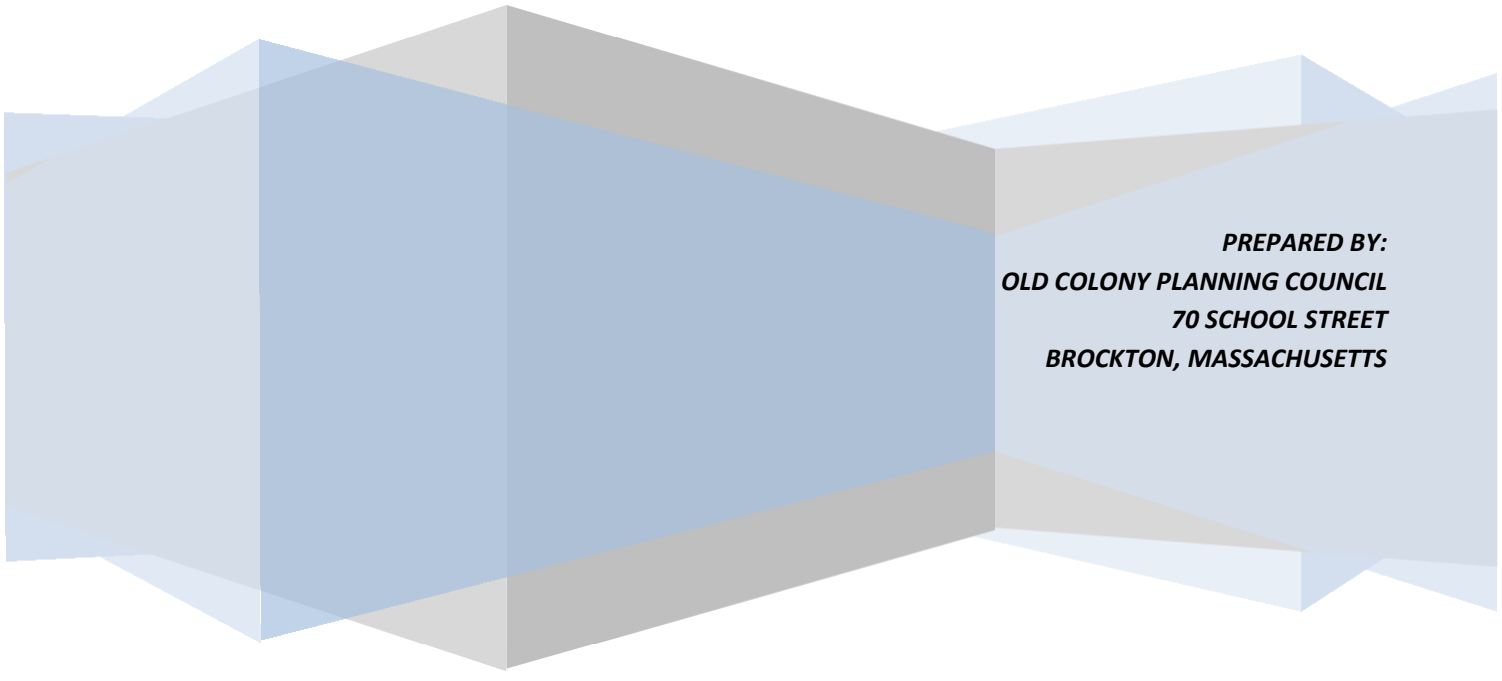
OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

FFY 2014-2017 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

- **ENDORSED BY THE OLD COLONY MPO ON JULY 2, 2013**
  - **AS ADJUSTED ON DECEMBER 12, 2013**

PREPARED IN COOPERATION WITH THE BROCKTON AREA TRANSIT AUTHORITY,
THE MASSACHUSETTS DEPARTMENT OF TRANSPORTATION (#69649),
THE FEDERAL HIGHWAY ADMINISTRATION, AND
THE FEDERAL TRANSIT ADMINISTRATION



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The views and opinions of the Old Colony Planning Council expressed herein do not necessarily state or reflect those of the U. S. Department of Transportation.

701 CMR 7.00 Use of Road Flaggers and Police Details on Public Works Projects / 701 CMR

7.00 (the Regulation) was promulgated and became law on October 3, 2008. Under this Regulation, the CMR is applicable to any Public works Project that is performed within the limits of, or that impact traffic on, any Public Road. The Municipal Limitation referenced in this Regulation is applicable only to projects where the Municipality is the Awarding Authority. For all projects contained in the TIP, the Commonwealth is the Awarding Authority. Therefore, all projects must be considered and implemented in accordance with 701 CMR 7.00, and the Road Flagger and Police Detail Guidelines. By placing a project on the TIP, the Municipality acknowledges that 701 CMR 7.00 is applicable to its project and design and construction will be fully compliant with this Regulation. This information and additional information relative to guidance and implementation of the Regulation can be found at the following link on the MassDOT Highway Division website:
http://www.massdot.state.ma.us/Highway/flaggers/main.aspx

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Old Colony Metropolitan Planning Organization

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TABLE OF CONTENTS

PART A	**INTRODUCTION**	**PAGE**
	1. DEVELOPMENT OF THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP)	1
	2. PRIORITIZATION	4
	3. PUBLIC PARTICIPATION, COORDINATION, AND COORDINATION	6
	4. TRANSPORTATION FUNDING PROGRAMS	13
PART B	**HIGHWAY AND BRIDGE PROJECT LISTING BY COMMUNITY**	
	1. PROJECT LIST	15
PART C	**TIP FEDERAL REQUIREMENTS AND PROJECT LIST**	
	1. ENDORSEMENT OF THE FEDERAL TIP AND AIR QUALITY	18
	2. SELF CERTIFICATION COMPLIANCE STATEMENT	19
	3. AMENDMENT / ADJUSTMENT PROCEDURES	21
	4. FINANCIAL SUMMARY AND TARGETS	22
	5. SUMMARY OF FUNDING CATEGORIES	23
	6. OPERATING VERSUS CAPITAL EXPENDITURES	24
	7. TIP PROJECT LISTS BY YEAR, BY FUNDING CATEGORY WITH SUBTOTALS	
	FFY 2014 HIGHWAY ELEMENT	25
	FFY 2015 HIGHWAY ELEMENT	26
	FFY 2016 HIGHWAY ELEMENT	27
	FFY 2017 HIGHWAY ELEMENT	28
	8. FFY 2014 TRANSIT ELEMENT	29
	FFY 2015 TRANSIT ELEMENT	30
	FFY 2016 TRANSIT ELEMENT	31
	FFY 2017 TRANSIT ELEMENT	32
	9. STATEWIDE PROJECT SUMMARY LISTING	33
	10. FFY 2014-2017 TIP FEDERAL AID MAJOR INFRASTRUCTURE PROJECTS	35
	11. ANNUAL LISTING OF OBLIGATED PROJECTS (FFY 2013 ADVERTISEMENTS)	36
	12. AIR QUALITY CONFORMITY AND TRANSPORTATION CONTROL MEASURES	37
	13. SPECIAL EFFORTS - ADA	39
	14. FFY 2013 TIP TRANSIT PROJECT STATUS	42
PART D	**APPENDICES**	
	1. OTHER REGIONAL PRIORITIES	44
	2. POTENTIAL PROJECTS	46
	3. THIRTY DAY PUBLIC REVIEW - NOTICE OF AVAILABILITY AND COMMENTS	48
	4. FEDERAL REGIONAL FUNDING TARGETS	49
	5. OPERATIONS AND MAINTENANCE EXPENDITURES	50
	6. STATEWIDE DETAILED PROJECT LISTING	51
	7. GREENHOUSE GAS MONITORING AND EVALUATION CALCULATIONS	52
	8. ADMINISTRATIVE MODIFICATIONS AND AMENDMENTS	53

PART A. Introduction

The Transportation Improvement Program (TIP) is a listing of transportation projects proposed for implementation during the next four federal fiscal years (2014, 2015, 2016, and 2017). Projects listed in the TIP include those in the Long Range Element and Short Range Element of the Old Colony Regional Transportation Plan. In the TIP, projects are programmed under federal and non-federal funding categories and assigned a local priority. The TIP briefly describes the project as well as its projected costs and funding sources.

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1. Development of the TIP

Each year, the TIP is prepared in draft form by the Old Colony Planning Council staff working cooperatively with the staffs of Brockton Area Transit (BAT), Massachusetts Department of Transportation Office of Transportation Planning, and Massachusetts Department of Transportation District 5. Projects are selected from the previous TIP, from the current Comprehensive Economic Development Strategy (CEDS) project list, from proposals made by local officials or citizens, by members of the Old Colony Joint Transportation Committee (JTC), the Massachusetts Department of Transportation, Brockton Area Transit Authority and/ or the OCPC staff itself based on the Regional Transportation Plan. Information concerning current projects is obtained from the MassDOT, the Brockton Area Transit Authority, and/or the community responsible for the design of the project.

As part of the TIP development, current and proposed projects are evaluated using Transportation Evaluation Criteria, and recommended to the Old Colony Metropolitan Planning Organization (MPO) for consideration and approval. The collective staffs evaluate candidate projects for the Old Colony MPO using the Transportation Evaluation Criteria of Condition, Mobility, Safety and Security, Community Effects and Support, Land Use and Economic Development, and Environmental Effects. Once the Old Colony MPO has reviewed and approved the evaluations, the OCPC staff then uses the evaluation criteria results, as well as readiness information, available funding, and other pertinent information to develop a Draft TIP. As part of the development process, the Draft TIP is reviewed by the JTC, the OCPC, and the MPO. The Old Colony MPO then releases it for a 30-Day Public Review and Comment Period. Following the 30-Day Public Review Period, the Old Colony MPO considers the comments received, and if no significant adverse comments are received, the Old Colony MPO then endorses the TIP.

The Governor's designated state clearinghouse, the Massachusetts Department of Transportation, has determined that the review and adoption of the TIP by the Old Colony Metropolitan Planning Organization (MPO) satisfies state Intergovernmental Review concerns.

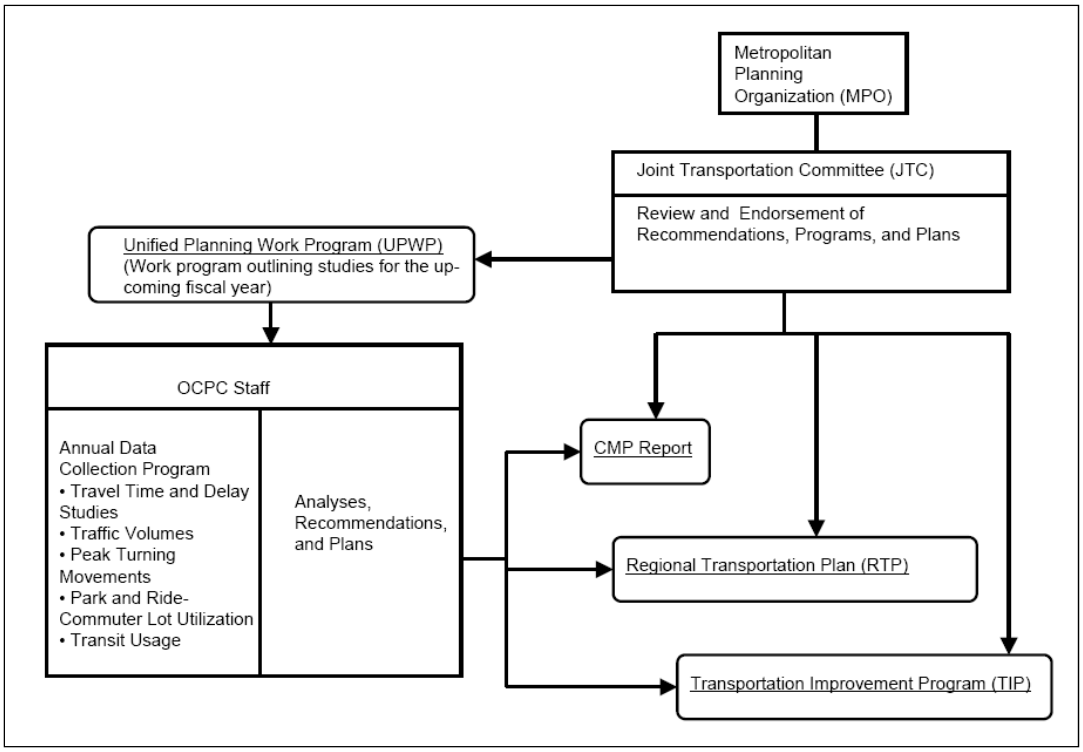
Congestion Management Process

Congestion on a transportation facility may be defined as the level of performance that is deemed unacceptable due to traffic interference. The acceptable level of performance varies from state to state. In addition, the types of transportation modes and links also vary from place to place. Therefore, the regulations require an effective CMP that provides information on enhancing performance and identifies effective congestion reducing strategies that meet the needs of the particular region.

The CMP is, "a systematic process for managing congestion that provides information on transportation system performance and on alternative strategies for alleviating congestion and enhancing the mobility of persons and goods to levels that meet state and local needs." The CMP includes serious consideration of the implementation of strategies that provide the most efficient and effective use of existing and future transportation facilities. In both metropolitan and non-metropolitan areas, consideration needs to be given to strategies that reduce single occupancy vehicle (SOV) travel and improve existing transportation system efficiency.

The figure below illustrates the integration of the Congestion Management Process within the overall planning process. This process allows for monitoring transportation systems for congestion, reviewing and endorsing plans by local communities that make up the region, and revising monitoring of strategies and overall plans to account for a dynamic management system.

Congestion Management Process Diagram


Metropolitan Planning Organization (MPO)
Joint Transportation Committee (JTC)
Review and Endorsement of Recommendations, Programs, and Plans
Unified Planning Work Program (UPWP)
(Work program outlining studies for the up-coming fiscal year)
OCPC Staff
Annual Data Collection Program
• Travel Time and Delay Studies
• Traffic Volumes
• Peak Turning Movements
• Park and Ride-Commuter Lot Utilization
• Transit Usage
Analyses, Recommendations, and Plans
CMP Report
Regional Transportation Plan (RTP)
Transportation Improvement Program (TIP)

In general, the root causes of congestion can be summarized into two main categories:

- Too much traffic exists on a facility for the available physical capacity to handle – There is a limited amount of traffic that can be moved on a roadway for a given time, or only so many transit patrons that can be accommodated in a given number of buses or trains. This is considered the physical capacity of the system. Bottlenecks occur at locations where the physical capacity is restricted, with flows from upstream sections (with higher capacities) being funneled into smaller downstream segments. When traffic flow breaks down to stop-and-go conditions, capacity is actually reduced. Bottlenecks can be very specific chokepoints in the system, such as a poorly functioning freeway-to-freeway interchange, or an entire highway corridor where a "system" of bottlenecks exists, such as a closely spaced series of interchanges with local streets. Physical capacity can be reduced by the addition of "intentional" bottlenecks, such as traffic signals and tollbooths. Bottlenecks can also exist on long upgrades and can be created by "surges" in traffic, as experienced around resort areas, or due to specific events (sports events, parades, etc.).

- Traffic Incidents – In addition to the physical capacity, external events can have a major effect on traffic flow. These include traffic incidents such as crashes and vehicle breakdowns; work zones; inclement weather; special events; and poorly timed traffic signals. When these events occur, their main impact is to subtract physical capacity from the roadway. Events also may cause changes in traffic demand by causing travelers to rethink their trips (e.g., snow and other types of severe weather). The level of congestion on a roadway is determined by the interaction of physical capacity with events that are taking place at a given time. The effect of a traffic incident depends on how much physical capacity is present. Consider a traffic crash that blocks a single lane on a freeway. That incident has a much greater impact on traffic flow if only two normal lanes of travel are present than if three lanes are present. Therefore, strategies that improve the physical capacity of bottlenecks also lessen the impacts of roadway events such as traffic incidents, weather, and work zones.

Specific issues that contribute to congestion include:

- Interchange spacing too short on limited access highways
- Inadequate acceleration/deceleration lanes
- Poor access control on arterials
- Lack of incident management plan
- Poor signal timing
- Lack of signal coordination
- Special events/other
- Inclement weather
- Low vehicle occupancy
- Work zones
- Bottlenecks due to too many trips occurring within a narrow time frame
- Adjacent land use development inconsistent with the transportation system
- Crashes
- Driver behavior/distractions
- Lack of adequate roadway, transit, and or parking capacity

The cost of congestion can be measured in dollars as well as time. There is a direct link between transportation investment, travel conditions (congestion and reliability), and economic productivity. Two key trends have a substantial impact on the total cost of moving freight:

- As congestion spreads into the midday, which is typically the peak travel period for trucks, costs that are more direct will be incurred.
- Reliability – For trucks, the ability to hit delivery windows predictably will decrease and will add even more costs as firms struggle to optimize delivery schedules. This is especially a problem for truckers who must meet "just-in-time" delivery schedules set by shippers, manufacturers, and retailers.

The currently identified congested corridors are summarized as follows:

- Route 3 From Plymouth/Bourne Town Line To Pembroke/Norwell Town Line
- Route 3A in Kingston and Plymouth Downtown Areas
- Route 18 From Route 3 to Route 106 in East Bridgewater
- Route 24 From Raynham/ Bridgewater Town Line To I-93
- Route 27 in Brockton and Stoughton
- Route 28 in Avon, Brockton, West Bridgewater, and Bridgewater
- Samoset Street in Plymouth
- Route 104 in Bridgewater from Central Square to Route 24
- Route 106 in West Bridgewater
- Route 123 in Abington, Brockton, and Easton
- Route 138 From The Canton/ Stoughton Town Line To Brock Street
- Route 139 From Route 53 In Pembroke To The Pembroke/Marshfield Town Line
- Harrison Boulevard/Central Street In Avon And Stoughton (between Route 28 and Route 27)
- Main Street / North Main Street In Brockton From Plain Street To Avon Town Line

The CMP is also designed to identify key intersections that demonstrate congestion, excessive delays, and circulation problems. The CMP identifies these congested facilities through studies completed by OCPC and other agencies and organizations, and through the ongoing monitoring of facilities. Standard operating procedures have been adopted for data collection that allows the monitoring of intersections within the region specifically targeted due to congestion. The CMP has identified numerous congested intersections, based on a threshold of LOS "D" or less, within the Old Colony region.

In addition to the intersection locations, there are a number of community centers in the region including, Bridgewater Center (Central Square), East Bridgewater Center, Downtown Brockton, Stoughton Center, and West Bridgewater Center, that experience chronic congestion and circulation problems requiring on-going efforts to improve traffic flow and reduce delays.

2. Prioritization

Qualifying factors for a project to be listed in the active year element (FFY 2013).

- Project must have Project Review Committee (PRC) approval and/or a MassDOT ID number (PROJIS)
- Need for project to be implemented (safety, congestion, etc.)
- Financial feasibility of project
- Project must have reasonable progress in design, as to assure that the project can be implemented in the active year
- Level of impact of the project (ADTs, Location, NHS, Safety)
- Local and regional support for the project
- Project has appeared on previous TIPs

- Project has been derived from the Management Systems (Congestion, Land Use, Safety, and Pavement)
- Consideration of Transportation Evaluation Criteria

3. Public Participation, Coordination, and Consultation

Transportation planning is one component of the Comprehensive Planning Process that includes land use/growth management, housing, open space and recreation, economic development, historic preservation, and water quality. It is important that these potentially conflicting elements be consistent with one another in order to facilitate the efficient movement of people and goods in the region. The first step in obtaining consistency is the use of a common database, coordination, and consultation with appropriate agencies and groups. Each of the functional planning areas uses common land use, population and employment statistics, and forecasts.

An underlying principle of the metropolitan planning process is public participation, coordination, and consultation with appropriate agencies and groups. As such, a successful public participation model was developed and utilized. Legal advertisements are not a panacea for public participation. With that in mind, the staff engaged the public to the maximum extent possible. Various strategies were deployed, documented, and evaluated.

This FFY 2014-2017 Transportation Improvement Program was developed in accordance with the Public Participation Plan (PPP) for the Old Colony Planning Council Region. Brockton Area Transit utilizes the Old Colony MPO's public participation as its public participation process.

Public participation in the TIP development process is welcomed and encouraged. The public is able to participate in the development of the TIP by attending various meetings and reviews designated for the TIP, or by contacting the OCPC offices. The development process is as such:

- Review previous years TIPs
- List all projects carried over from the latest TIP and new suggestions for projects
- Review list of Projects with the JTC, OCPC, and MPO
- Consideration of the Congestion Management Process
- Consideration of Transportation Evaluation Criteria
- Development of future projects
- Adoption of the fiscal year Transportation Improvement Program

Staff utilized a diverse methodology for coordination, consultation, and engaging the public to the maximum extent possible in the development of the TIP. The methodology is presented below.

- Old Colony Metropolitan Planning Organization (MPO) - The MPO provided oversight of the TIP development and has the responsibility of ultimately endorsing the TIP.

- Old Colony Planning Council (OCPC) - The Old Colony Planning Council discusses the TIP development and provides both planning and policy guidance at regularly scheduled Council meetings. Meetings took place typically during the last Wednesday of the month.

- Old Colony Joint Transportation Committee (JTC) - Functioning as the advisory group to the Old Colony MPO and Old Colony Planning Council, this group assists with the identification of transportation deficiencies and provides regular input and review of TIP products. The Committee consists of superintendents and or directors of highway department of public works, town planners, engineers, etc. Typically, meetings take place during the second Thursday of the month. As such, regular input and guidance occurs.

- Transit Providers – Council staff solicits input regarding transit issues from the Brockton Area Transit Regional Transit Authority (BAT), Greater Attleboro-Taunton Regional Transit Authority (GATRA), MBTA, and, the South Shore Community Action Council, as well as a private carrier (P&B).

- Coordination and consultation activities - Coordination and consultation, and/ or information dissemination activities take place with multiple agencies and groups. As such, these coordination and consultation activities routinely could take place with: Brockton Area Transit, Brockton 21st Century Cooperation, Cape Verdean Association of Brockton, Chief Elected Officials, Departments of Public Works and Highway Departments, Massachusetts Department of Transportation, Latino Health Institute, Greater Attleboro Taunton Transit Authority, Massachusetts Department of Transportation District 5, MBTA, Metro South Chamber of Commerce, NAACP, Plymouth and Brockton (P&B), Plymouth Area Chamber of Commerce, Plymouth County Development Council, South Shore Chamber of Commerce, and South Shore Community Action Council.

- Transportation Advisory Network (TAN) - The TAN consists of over 200 members. Members include chief elected officials, legislators, planning boards, Massachusetts Department of Transportation, Federal Highway Administration (FHWA), Federal Transit Administration (FTA), transit providers, minority groups, town clerks, and transportation officials. The objective was to provide continuing outreach to a wide network. Council staff provides announcements of product availability, upcoming events, and meetings associated with the TIP to the TAN.

- Media Outlets and places of public convenience - Staff utilizes multiple media outlets and places of public convenience to solicit public comment, advertise meetings, and advertise TIP availability. The media outlets and places of public convenience consisted of newspaper legal advertisements, websites, town and city halls, local cable access, etc.

- Copies of the Draft TIP are posted on the OCPC website and in the Council's Office, so residents and stakeholders from member communities had many opportunities to review the Draft TIP. Copies of the Draft TIP are provided upon request.

- 30-Day Public Review Period - During the public review period for the Draft TIP, copies were available and their availability was advertised using multiple media outlets and the TAN. During the period, public meetings were held and the Council staff was available to discuss the Draft TIP with the public upon request.

Furthermore, the most recently available Old Colony Transit Directory is utilized. The Directory is a listing of public and private transit agencies providing both internal service within the region and service to points outside the region, particularly the greater Boston area.

Environmental Justice

Environmental Justice is an important part of the planning process and is considered in all phases of planning. A truly integrated and effective planning process actively considers and promotes environmental justice within projects and groups of projects, across the total plan, and in policy

decisions. All reasonably foreseeable adverse social, economic, and environmental effects on minority populations and low-income populations must be identified and addressed. There are three fundamental Environmental Justice principles:

- To avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority populations and low-income populations.

Public involvement is an integral part of transportation planning and project development decision-making. The U.S. DOT Order (5610.2) on Environmental Justice directs the provision for minority populations and low-income populations greater access to information on and opportunities for public participation in matters that may affect human health and the environment.

Effective public involvement in the planning process and the project-development process can alert State and local agencies about environmental justice concerns so that they do not result in surprises during the project-development stage. Continuous interaction between community members and transportation professionals is critical to successfully identify and resolve potential Environmental Justice concerns.

The staff has public-involvement procedures established that provide for consideration of Environmental Justice. These procedures provide an inclusive, representative, and equal opportunity for two-way communication resulting in appropriate action that reflects this public involvement. Environmental Justice is considered in all aspects of planning and project decision-making, including the design of both the public-involvement plan and the proposed facility.

Environmental Justice Analysis asks whether a proposed action or plan causes disproportionately high and adverse effects on minority populations and low-income populations, and whether these populations are denied benefits. A framework of analysis that can determine how a proposed action or plan could differentially affect different populations is important. As such, an analysis of benefits and burdens is utilized. In addition, computer mapping of Environmental Justice Areas along with past, present and future projects funded through the transportation improvement program, available transit services and their associated walking times, commuter parking facilities, pavement conditions, high crash locations, areas of congestion is utilized to measure the distribution of funding (to ensure geographic equity), to determine priorities areas of need/ and or concern.

Examinations of potential benefits and burdens because of the implementation of the TIP were conducted. Examples of benefits considered were mobility, accessibility, infrastructure condition, environment, reliability, safety, security, load factors, efficiency, and consultation with riders in improving bus services to the transit-dependent. While examples of burdens considered were: air, noise, and water pollution and soil contamination, destruction or disruption of community cohesion or a community's economic vitality, destruction or disruption of the availability of public and private facilities and services, adverse employment effects, displacement of persons, businesses, farms, or nonprofit organizations, increased traffic congestion, isolation, exclusion, or separation of minority or low-income

individuals within a given community or from the broader community, and the denial of, reduction in, or significant delay in the receipt of, benefits of programs, policies, or activities.

An assessment of the benefits and burdens of the Transportation Improvement Program (TIP) was completed to identify all regionally significant projects constructed and/ or programmed in the Old Colony Transportation Improvement Program during the period of 2004 – 2017. Constructed projects funded through the TIP were included to provide a benchmark of investments. The constructed projects were compiled and then the staff analyzed the location of these improvements relative to locations of minority and low-income populations. For the purposes of identifying these populations, the staff utilized the MassGIS Environmental Justice GIS Shape file. Polygons in the Environmental Justice (EJ) Populations layer represent neighborhoods across the state with high minority, non-English speaking, low-income, and foreign-born populations.

Regionally, it was determined that about 42.9 percent of the identified improvement projects, representing approximately 41.5 percent of the identified investment dollars on the FFY 2014-2017 TIP are located in or immediately adjacent to EJ communities. This exceeds the 29.0 percent of the region's population identified as living in EJ communities. Non-mappable projects, such as transit vehicle replacements or rehabilitations, bridge and roadway repair line items for future projects to be defined, and other non-location-specific projects are not included in this analysis. Moreover, many of the projects that are not located directly within an EJ community are projects of key regional significance, such as interstate highway improvements. These improvements benefit the region as a whole, and provide access to many key employment centers, including downtown Brockton and regional shopping centers.

Investment Value of TIP Projects 2014-2017 (Programmed and Planned)

Type	Population Represented in EJ Communities (2010)	Percent Population Represented	TIP Project Investment	Percent Projects in EJ/ Non EJ Communities by Total Investment ($)
Within EJ Communities	**101,053**	**29.0%**	**$11,645,989**	**41.5%**
Outside EJ Communities	**247,474**	**71.0%**	**$16,401,749**	**58.5%**
Totals	**348,527**	**100.0%**	**$28,047,738**	**100%**

OCPC undertook further analysis to determine the level of investments during the period of 2004-2013 through previous Transportation Improvement Programs. From that analysis, it was concluded that about 48.9 percent of the identified improvement projects, representing approximately 52.8 percent of the identified investment dollars allocated during the TIP years of 2004-2013 are located in or immediately adjacent to EJ communities. This exceeds the 29.0 percent of the region's population identified as living in EJ communities.

Investment Value of TIP Projects 2004 - 2013 (Projects Implemented)

Type	Population Represented in EJ Communities (2010)	Percent Population Represented	TIP Project Investment	Percent Projects in EJ/ Non EJ Communities by Total Investment ($)
Within EJ Communities	**101,053**	**29.0%**	**$68,595,226**	**52.8%**
Outside EJ Communities	**247,474**	**71.0%**	**$61,366,585**	**47.2%**
Totals	**348,527**	**100.0%**	**$129,961,812**	**100%**

From the examination of benefits and burdens, it is the determination that no projects implemented because of the TIP will result in adverse impacts to the Environmental Justice Areas in the Old Colony region.

As such, from the review, it may be concluded from the public investment and involvement in the regional transportation planning process and the resultant FFY 2014-2017 Transportation Improvement Program and previous TIPs (dating back to 2004) demonstrate that the benefits of the regional transportation planning process are afforded equitably to both EJ and Non-EJ communities. Given this equitable distribution and investment, it is finding of the Old Colony Planning Council that the Low-

income and minority populations are not disproportionately impacted and are beneficiaries of the transportation planning process and project implementation in the Old Colony Region.

As such, the Old Colony Planning Council continues to work with our regional partners in the advancement of environmental justice principles throughout the regional planning process. Such analyses will be conducted annually and included in the endorsed TIP.

Thirty-Day Public Review and Comment Period - Legal Advertisements

The Brockton Enterprise

NOTICE OF PUBLIC COMMENT/REVIEW FOR THE DRAFT FFY 2014-2017 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DRAFT FFY 2014 UNIFIED PLANNING WORK PROGRAM (UPWP)

In accordance with the Public Participation Process developed by the Old Colony Metropolitan Planning Organization (MPO), Old Colony Planning Council (OCPC) is making the DRAFT FFY 2014-2017 Transportation Improvement Program (TIP), and the DRAFT FFY 2014 Unified Planning Work Program (UPWP) available for public review and comment. The TIP serves as a prioritized listing of highway, bridge, and transit projects proposed for implementation during the next four (4) federal fiscal years. Copies of these documents are available for review at the OCPC Offices (8:30 a.m. to 4:00 p.m.), at http://www.ocpcrpa.org/, and/or upon request. This notice will initiate a 30-Day Public Review and Comment Period. This process will also be used as Brockton Area Transit Authority's (BAT) public participation process. The Brockton Area Transit Authority, the FTA Section 5307(c) applicant, has consulted with the Old Colony Metropolitan Planning Organization and concurs that the public involvement process adopted by the Old Colony MPO for development of the TIP satisfies the public hearing requirements that pertain to the development of the Program of Projects for the regular Section 5307, Urbanized Area Formula Program, grant applications including the provisions for public notice and the time established for public review and comment. A public meeting of the OCPC and Old Colony MPO advisory committee, the Old Colony Joint Transportation Committee (JTC), is scheduled for June 13, 2013 at 12 PM at the OCPC Offices. Furthermore, a public meeting of the Old Colony MPO is scheduled for July 2, 2013 at 10 AM at the OCPC Offices to hear additional public comments and consider endorsement of these Programs. Please contact Charles Kilmer at 508-583-1833 Extension 206 for further information.

Please send written comments to:
Old Colony Planning Council (OCPC)
70 School Street
Brockton, MA 02301
Attention: Charles Kilmer

12946854 5/28/13

The Patriot Ledger

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The Ojornal

NOTICE OF PUBLIC COMMENT/REVIEW FOR THE

•DRAFT FFY 2014-2017 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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Old Colony Planning Council (OCPC)
70 School Street
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For FTA projects that are not routine, i.e. Section 5307 applications that require an environmental assessment or an environmental impact statement the public involvement provided for herein for the TIP review is not sufficient. FTA will require additional public involvement, as presented in the joint FHWA/FTA environmental regulations, 23 C.F.R. part 771 for grant approval.

Comments received from the thirty-day public review can be obtained by contacting Charles Kilmer at 508-583-1833, Extension 206.

4. Transportation Funding Programs

The major sources of transportation funding are the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and the Federal Aviation Administration (FAA). The United States Congress authorizes funding for these transportation projects through federal legislation. For highways and mass transportation, the most recent authorization was the MAP-21 (2012). Federal funding received from MAP-21 is allocated to different funding programs. State funds are also a key component for transportation purposes. Some of these programs are listed below.

Highway Funding Programs

- **National Highway Performance Program (NHPP)** provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.

- **Surface Transportation Program (STP)** is a block grant program that may be used for any roads (including NHS) that are not functionally classified as local or rural minor collectors. These roads are collectively referred to as federal-aid eligible roads. Bridge projects paid for with STP funds are not restricted to federal-aid roads but may be on any public road. Transit capital projects are also eligible under this program.

- **Congestion Mitigation and Air Quality Improvement Program (CMAQ)** directs funds toward transportation projects in Clean Air Act non-attainment areas for ozone and carbon monoxide. These projects will contribute to meeting the attainment of national ambient air quality standards. The state receives funds based on its share of the population of air quality non-attainment areas weighted by degree of air pollution.

- **Highway Safety Improvement Program (HSIP)** is a program that aims to reduce the number of fatal and injury crashes by targeting high crash locations. Projects, using (HSIP) funding, are required, by MAP-21, the Federal Legislation, to be selected based a data driven process.

- **Transportation Alternatives Program (TAP)** MAP-21 established a new program to provide for a variety of alternative transportation projects, including many that were previously eligible activities under separately funded programs. The TAP replaces the funding from pre-MAP-21 programs including Transportation Enhancements, Recreational Trails, Safe Routes to School, and several other discretionary programs, wrapping them into a single funding source.

- **Bridge Replacement and Rehabilitation Program** provides funds for rehabilitation and replacement of any bridge on a public road. Bridges on the federal-aid system or off the federal-aid system are eligible for these funds. Eligible activities/ projects are bridge painting, seismic retrofitting, and calcium magnesium applications.

- **Other Federal Aid** includes projects that received federal funding outside the federal-aid program. Funds in this category are generally approved as line items appended to various pieces of federal legislation. Projects in this category are generally intended to improve public safety within a specified region that might not qualify for funding through other sources.

- **Non-Federal Aid (NFA)** contains all projects not receiving federal funds. Various categories of state funding are included in this group such as bikeways, State Aid (Chapter 90), MassWorks, highway construction, and maintenance.

Transit Funding Programs

- **49 U.S.C. Section 5307** provides capital, preventative maintenance, and operating assistance to transit systems in urbanized areas. MAP-21 expands eligibility for using Urbanized Area Formula funds for operating expenses. Previously, only urbanized areas with populations below 200,000 were eligible to use Federal transit funding for operating expenses. Now, transit systems in urbanized areas over 200,000 can use their formula funding for operating expenses if they operate no more than 100 buses. Activities eligible under the former Job Access and Reverse Commute (JARC) program, which focused on providing services to low-income individuals to access jobs, are now eligible under the Urbanized Area Formula program.

- **49 U.S.C. Section 5310** provides formula funding to increase the mobility of seniors and persons with disabilities. Funds are apportioned based on each State's share of the targeted populations and are now apportioned to both States (for all areas under 200,000) and large urbanized areas (over 200,000). The former New Freedom program (5317) is folded into this program.

- **49 U.S.C. Section 5311** provides capital, planning, and operating assistance to support public transportation in rural areas, defined as areas with fewer than 50,000 residents. Funding is based on a formula that uses land area, population, and transit service.

- **49 U.S.C. Section 5339** replaces the previous Section 5309 discretionary Bus and Bus Facilities program. This capital program provides funding to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities.

- **Mobility Assistance Program (MAP)** is a state funded program similar to Section 5310, but provides capital assistance to public non-profit service carriers. MAP funds are intended for use by public agencies, such as Councils on Aging, South Shore Community Action Council, and the Brockton Area Transit Authority (BAT), to provide van service to elderly and disabled persons.

Part B. Highway and Bridge Project Listing by Community

The following list is not a prioritized list of projects for funding. This is an informational list of identified projects regardless of priority and funding source.

1. Project List

COMMUNITY	DESCRIPTION	ID	TIP LOCATION
ABINGTON	ABINGT0N SAFE ROUTES TO SCHOOL (CENTER SCHOOL)	605693	OTHER REGIONAL PRIORITIES
ABINGTON	ABINGTON - SAFE ROUTES TO SCHOOL (WOODWARD SCHOOL)	PRE - PRC	POTENTIAL PROJECTS
ABINGTON	ABINGTON- SUPERSTRUCTURE REPLACEMENT & SUBSTRUCTURE REHABILITATION, A-01-006, CENTRAL STREET OVER SHUMATUSCACANT RIVER	607346	OTHER REGIONAL PRIORITIES
ABINGTON & WEYMOUTH	WEYMOUTH- ABINGTON- RECONSTRUCTION & WIDENING ON ROUTE 18 (MAIN STREET) FROM HIGHLAND PLACE TO ROUTE 139 (4.0 MILES) INCLUDES REHAB OF W-32-013, ROUTE 18 OVER THE OLD COLONY RAILROAD (MBTA)	601630	OTHER REGIONAL PRIORITIES
ABINGTON/ WHITMAN	ROUTE 18 CAPACITY ENHANCEMENT FROM ROUTE 139 TO ROUTE 14	PRE - PRC	POTENTIAL PROJECTS
AVON	ROUTE 28 (EAST MAIN STREET) AT EAST/WEST SPRING STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENT	PRE - PRC	POTENTIAL PROJECTS
AVON	WEST MAIN STREET RECONSTRUCTION (HARRISON BOULEVARD TO ROUTE 28)	PRE - PRC	POTENTIAL PROJECTS
BRIDGEWATER	BRIDGEWATER- SIGNAL & INTERSECTION IMPROVEMENTS AT STATE ROUTE 18 & HIGH STREET	603660	2014
BRIDGEWATER	HIGH STREET RECONSTRUCTION FROM HAYWARD STREET TO PLYMOUTH STREET	PRE - PRC	POTENTIAL PROJECTS
BRIDGEWATER	MILL STREET RECONSTRUCTION FROM PLYMOUTH STREET TO HIGH STREET	PRE - PRC	POTENTIAL PROJECTS
BRIDGEWATER	SOUTH STREET@ ROUTE 104 SIGNALIZATION AND GEOMETRIC IMPROVEMENT	PRE - PRC	POTENTIAL PROJECTS
BRIDGEWATER	SUMMER STREET RECONSTRUCTION FROM GROVE STREET TO FLAGG STREET	PRE - PRC	POTENTIAL PROJECTS
BRIDGEWATER	TITICUT STREET BRIDGE REPLACEMENT OVER TAUNTON RIVER	PRE - PRC	POTENTIAL PROJECTS
BRIDGEWATER	TOWN RIVER LANDING PEDESTRIAN BRIDGE ENHANCEMENT PROJECT	PRE - PRC	POTENTIAL PROJECTS
BROCKTON	BROCKTON- INTERSECTION IMPROVEMENTS @ CRESCENT STREET (ROUTE 27)/QUINCY STREET/MASSASOIT BOULEVARD	606143	OTHER REGIONAL PRIORITIES
BROCKTON	BROCKTON- RESURFACING & RELATED WORK ON PERKINS AVENUE, FROM SUMMER STREET TO MAIN STREET (2,800 FT.)	601642	OTHER REGIONAL PRIORITIES
BROCKTON	BROCKTON- RESURFACING & RELATED WORK ON WEST ELM STREET, FROM WARREN AVENUE TO WEST STREET (6,800 FT.)	601644	2014
BROCKTON	BROCKTON- SIGNAL & INTERSECTION IMPROVEMENTS @ ROUTE 123 (BELMONT STREET)/LINWOOD STREET/LORRAINE AVENUE	606036	2017
BROCKTON	BROCKTON- SUPERSTRUCTURE REPLACEMENT, B-25-047, ROUTE 24 OVER WEST CHESTNUT STREET	607266	OTHER REGIONAL PRIORITIES
BROCKTON	ITS REVENUE COLLECTION EQUIPMENT	PRE - PRC	POTENTIAL PROJECTS
BROCKTON	MAIN STREET AT FOREST AVENUE SIGNALIZATION AND GEOMETRIC IMPROVEMENTS	PRE - PRC	POTENTIAL PROJECTS
BROCKTON	MAIN STREET RECONSTRUCTION FROM WHITE AVENUE TO HAYWARD AVENUE	PRE - PRC	POTENTIAL PROJECTS
BROCKTON	NORTH MAIN STREET RECONSTRUCTION FROM PROSPECT STREET TO COURT WAY	PRE - PRC	POTENTIAL PROJECTS
BROCKTON	ROUTE 28 RECONSTRUCTION FROM EAST ASHLAND STREET TO PLAIN	PRE - PRC	POTENTIAL

	STREET		PROJECTS
DUXBURY	DUXBURY- BRIDGE REPLACEMENT, D-14-010 (48H & 48J), ROUTE 3 (PILGRIM HIGHWAY) NB/SB OVER FRANKLIN STREET	605294	OTHER REGIONAL PRIORITIES
DUXBURY	DUXBURY- INTERSECTION IMPROVEMENTS @ KINGSTOWN WAY (ROUTE 53) & WINTER STREET	603462	OTHER REGIONAL PRIORITIES
DUXBURY	DUXBURY- SIGNAL INSTALLATION @ ROUTE 3 (NB & SB) RAMPS & ROUTE 3A (TREMONT STREET)	606002	OTHER REGIONAL PRIORITIES
EAST BRIDGEWATER	ROUTE 106 RECONSTRUCTION WHITMAN STREET TO HALIFAX TOWN LINE	PRE - PRC	POTENTIAL PROJECTS
EASTON	CENTRAL STREET RESURFACING FROM WASHINGTON TO DEPOT	PRE - PRC	POTENTIAL PROJECTS
EASTON	EASTON - ROUTE 123 (DEPOT STREET) RECONSTRUCTION ON FROM NEWELL CIRCLE TO ROUTE 138	607217	OTHER REGIONAL PRIORITIES
EASTON	EASTON- INTERSECTION IMPROVEMENTS @ ROUTE 138 & TURNPIKE AVENUE	604098	OTHER REGIONAL PRIORITIES
EASTON	EASTON- SIGNAL & INTERSECTION IMPROVEMENTS @ ROUTE 138 (TURNPIKE STREET) AND ROUTE 106 (FOUNDRY STREET)	606071	2014
EASTON	ROUTE 106 - EASTMAN STREET, MANSFIELD TOWN LINE TO ROUTE 123	PRE - PRC	POTENTIAL PROJECTS
EASTON	ROUTE 106 - FOUNDRY STREET, BAY ROAD TO MORSE ROAD	PRE - PRC	POTENTIAL PROJECTS
EASTON	ROUTE 106 - FOUNDRY STREET, EASTMAN STREET TO BAY ROAD	PRE - PRC	POTENTIAL PROJECTS
EASTON	ROUTE 138 @ ELM STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENTS	PRE - PRC	POTENTIAL PROJECTS
EASTON	ROUTE 138 @ PLYMOUTH STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENT	PRE - PRC	POTENTIAL PROJECTS
EASTON	ROUTE 138 @ UNION STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENTS	PRE - PRC	POTENTIAL PROJECTS
HALIFAX	ROUTE 106 RECONSTRUCTION (ROUTE 105 TO BRIDGEWATER TOWN LINE)	PRE - PRC	POTENTIAL PROJECTS
HALIFAX	ROUTE 58 RECONSTRUCTION (LINGAN STREET TO PLYMPTON TL)	606379	OTHER REGIONAL PRIORITIES
KINGSTON	KINGSTON- RECONSTRUCTION ON ROUTE 106 (MAIN STREET, WAPPING ROAD) (5,300 FEET)	601164	OTHER REGIONAL PRIORITIES
KINGSTON	KINGSTON- SUPERSTRUCTURE REPLACEMENT, K-01-011, PILGRIM HIGHWAY (ROUTE 3) OVER JONES RIVER	607268	OTHER REGIONAL PRIORITIES
KINGSTON	ROUTE 27 @ ROUTE 106 SIGNAL REPLACEMENT AND GEOMETRIC IMPROVEMENTS	PRE - PRC	POTENTIAL PROJECTS
KINGSTON	ROUTE 3A AT CRESCENT STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENTS	PRE - PRC	POTENTIAL PROJECTS
PEMBROKE	PEMBROKE - REHABILITATION OF ROUTE 36 FROM ROUTE 27 TO ROUTE 14	600380	OTHER REGIONAL PRIORITIES
PEMBROKE	PEMBROKE - ROUTE 53 AT PLEASANT STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENTS	607337	OTHER REGIONAL PRIORITIES
PEMBROKE	PEMBROKE- RECONSTRUCTION ON ROUTE 14, FROM THE HANSON T.L. TO WASHINGTON STREET (ROUTE 53)	604957	2015 and 2016
PLYMOUTH	CARVER ROAD/SUMMER ST/FEDERAL FURNACE/SLEEPY HOLLOW ROAD SIGNALIZATION	PRE - PRC	POTENTIAL PROJECTS
PLYMOUTH	CHERRY STREET RECONSTRUCTION FROM INDUSTRIAL PARK ROAD TO COMMERCE WAY	PRE - PRC	POTENTIAL PROJECTS
PLYMOUTH	FEDERAL FURNACE ROAD RECONSTRUCTION FROM CARVER TOWN LINE TO SOUTH MEADOW ROAD	PRE - PRC	POTENTIAL PROJECTS
PLYMOUTH	JENNY GRIST MILL/ BILLINGTON SEA WALKWAY	PRE - PRC	POTENTIAL PROJECTS
PLYMOUTH	LONG POND ROAD RECONSTRUCTION (DREW ROAD TO CLARK ROAD)	PRE - PRC	POTENTIAL PROJECTS

PLYMOUTH	PLYMOUTH- IMPROVEMENTS ON OBERY STREET, FROM SOUTH STREET TO A.A. CARANCI WAY/PLYMOUTH NORTH H.S. DRIVE INTERSECTION	606264	2017
PLYMOUTH	PLYMOUTH- RECONSTRUCTION OF TAYLOR AVENUE, FROM WHITE HORSE ROAD TO MANOMET POINT ROAD, INCLUDES P-13-010	605038	OTHER REGIONAL PRIORITIES
PLYMOUTH	PLYMOUTH- RESURFACING & RELATED WORK ON ROUTE 3	606524	OTHER REGIONAL PRIORITIES
PLYMOUTH	ROUTE 3 AT EXIT 3 INTERCHANGE AND VICINITY ACCESS IMPROVEMENTS	PRE - PRC	POTENTIAL PROJECTS
PLYMOUTH	ROUTE 3A AT SOUTH STREET SIGNALIZATION	PRE - PRC	POTENTIAL PROJECTS
PLYMOUTH	ROUTE 3A STATE ROAD AND HERRING POND ROAD SIGNALIZATION	PRE - PRC	POTENTIAL PROJECTS
PLYMOUTH	SAMOSET STREET @ MARC DRIVE/ MOBILE HOME ESTATES SIGNALIZATION	PRE - PRC	POTENTIAL PROJECTS
PLYMOUTH	TOWN WHARF PEDESTRIAN AND ROADWAY IMPROVEMENTS	PRE - PRC	POTENTIAL PROJECTS
STOUGHTON	BAY ROAD RECONSTRUCTION	PRE - PRC	POTENTIAL PROJECTS
STOUGHTON	CANTON (ROUTE 27)/TOSCA/CENTRAL INTERSECTION IMPROVEMENTS	PRE - PRC	POTENTIAL PROJECTS
STOUGHTON	CANTON STREET (ROUTE 27) & SCHOOL STREET SIGNALIZATION	PRE - PRC	POTENTIAL PROJECTS
STOUGHTON	STOUGHTON- INTERSECTION IMPROVEMENTS & RELATED WORK AT WASHINGTON STREET (ROUTE 138) & CENTRAL STREET	607403	OTHER REGIONAL PRIORITIES
STOUGHTON	STOUGHTON- RECONSTRUCTION OF TURNPIKE STREET	607214	OTHER REGIONAL PRIORITIES
STOUGHTON	TURNPIKE AND CENTRAL STREETS RESURFACING	PRE - PRC	POTENTIAL PROJECTS
WEST BRIDGEWATER	BELMONT STREET BRIDGE REHABILITATION	PRE - PRC	POTENTIAL PROJECTS
WEST BRIDGEWATER	BRIDGE REHABILITATION ARCH STREET	PRE - PRC	POTENTIAL PROJECTS
WEST BRIDGEWATER	ROUTE 106 @ EAST STREET SIGNALIZATION	PRE - PRC	POTENTIAL PROJECTS
WEST BRIDGEWATER	ROUTE 106 @ HOWARD STREET SIGNALIZATION	PRE - PRC	POTENTIAL PROJECTS
WEST BRIDGEWATER	ROUTE 28 @ MATFIELD STREET SIGNALIZATION	PRE - PRC	POTENTIAL PROJECTS
WEST BRIDGEWATER	SOUTH STREET RESURFACING AND SIDEWALKS	PRE - PRC	POTENTIAL PROJECTS
WEST BRIDGEWATER	WEST BRIDGEWATER- BRIDGE REPLACEMENT, W-18-012, SR 106 (WEST CENTER STREET) OVER THE HOCKOMOCK RIVER	605351	OTHER REGIONAL PRIORITIES
WEST BRIDGEWATER	WEST BRIDGEWATER- RECONSTRUCTION ON ROUTE 106, FROM ROUTE 28 (CENTRAL SQUARE) TO EASTON T.L.	603456	OTHER REGIONAL PRIORITIES
WEST BRIDGEWATER	WEST STREET BRIDGE REHABILITATION	PRE - PRC	POTENTIAL PROJECTS

Part C. TIP - Federal Requirements and Project List

1. Endorsement of the FFY 2014-2017 Old Colony TIP and Air Quality Conformity Determination

The 1970 Clean Air Act defined a one-hour national ambient air quality standard (NAAQS) for ground-level ozone. The 1990 CAAA further classified degrees of nonattainment of the one-hour standard based on the severity of the monitored levels of the pollutant. Massachusetts was classified as being in serious nonattainment for the one-hour ozone standard, with a required attainment date of 1999. The attainment date was later extended, first to 2003 and a second time to 2007. In 1997, the EPA proposed a new, eight-hour ozone standard that replaced the one-hour standard, effective June 15, 2005. The eight-hour standard is 0.08 parts per million, averaged over eight hours and not to be exceeded more than once per year. Nonattainment areas were again further classified based on the severity of the eight-hour values. Massachusetts as a whole was classified as being in moderate nonattainment for the eight-hour standard, and was separated into two nonattainment areas: Eastern Massachusetts and Western Massachusetts.

On May 21, 2012, (77 FR 30088), the final rule was published in the Federal Register, defining the 2008 NAAQS at 0.075 ppm, the standard that was promulgated in March 2008. A second rule published on May 21, 2012 (77 FR 30160), revoked the 1997 ozone NAAQS to occur one year after the July 20, 2012 effective date of the 2008 NAAQS. Also on May 21, 2012, the air quality designations areas for the 2008 NAAQS were published in the Federal Register. The only area that was designated as nonattainment is Dukes County. All other counties were classified as unclassifiable/ attainment.

Conformity for ozone in the Old Colony MPO is required until July 20, 2013 for only the 1997 ozone standard. Since the FFY 2014-2017 TIP will not complete its collective development, review, and approval by the Federal Highway Administration until after July 20, 2013, when this standard will be revoked, and since the latest area designations to do not require conformity under the current 2008 standard, the Old Colony MPO does not need to perform a conformity determination for ozone.

In accordance with 23 CFR Part 450 (Metropolitan Planning), the Old Colony MPO hereby endorses the FFY 2014-2017 Old Colony Transportation Improvement Program.

Richard Davey, Secretary and CEO
Massachusetts Department of Transportation — Date: 2 Jul 13

The Honorable Linda M. Balzotti, Mayor
City of Brockton — Date: 7/2/13

Frank DePaola, P.E., Highway Administrator
Massachusetts Department of Transportation — Date: 7/2/13

Mathew Muratore, Chairman
Town of Plymouth, Board of Selectmen — Date:

Reinald G. Ledoux, Jr., Administrator
Brockton Area Transit — Date: 2 July 2013

Daniel Trabucco, Member
Town of Pembroke, Board of Selectmen — Date:

Lee Hartmann, AICP, President
Old Colony Planning Council — Date: 7/2/13

Eldon Moreira, Chairman
Town of West Bridgewater, Board of Selectmen — Date: 7/2/13

2. Old Colony MPO Self Certification Compliance Statement

This will certify that the Comprehensive, Continuing, Cooperative Transportation Planning Process for the Old Colony Metropolitan Planning Organization is addressing major issues facing the region and certifies that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

1. Title VI of the Civil Rights Act of 1964 (42 U.S.C. §2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
2. Federal-Aid Highway Act of 1973, (23 U.S.C. § 324*et seq.*), (prohibits discrimination on the basis of sex);
3. Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. §794 *et seq.*), as amended, (prohibits discrimination on the basis of disability);
4. The Age Discrimination Act of 1975, as amended, (42 U.S.C. §6101 *et seq.*), (prohibits discrimination on the basis of age);
5. Americans with Disabilities Act of 1990, as amended, (42 U.S.C. § 12101 *et seq.*), (prohibits discrimination on the basis of disability);
6. 49 C.F.R. Part 21 (entitled *Nondiscrimination In Federally-Assisted Programs Of The Department Of Transportation—Effectuation Of Title VI Of The Civil Rights Act Of 1964*);
7. 49 C.F.R. Part 27 (entitled *Nondiscrimination On The Basis Of Disability In Programs Or Activities Receiving Federal Financial Assistance*);
8. 49 C.F.R. Part 28 (entitled *Enforcement Of Nondiscrimination On The Basis Of Handicap In Programs Or Activities Conducted By The Department Of Transportation*);
9. 49 C.F.R. Part 37 (entitled *Transportation Services For Individuals With Disabilities (ADA)*);
10. 23 C.F.R. Part 200(FHWA's Title VI/Nondiscrimination Regulation);
11. 28 C.F.R. Part 35 (entitled *Discrimination On The Basis Of Disability In State And Local Government Services*);
12. 28 C.F.R. Part 50.3 (DOJ Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964)

Richard Davey, Secretary and CEO Massachusetts Department of Transportation	2 Jul 13 Date	The Honorable Linda M. Balzotti, Mayor City of Brockton	7/2/13 Date
Frank DePaola, P.E., Highway Administrator Massachusetts Department of Transportation	7/2/13 Date	Mathew Muratore, Chairman Town of Plymouth, Board of Selectmen	Date
Reinald G. Ledoux Jr., Administrator Brockton Area Transit	2 July 2013 Date	Daniel Trabucco, Member Town of Pembroke, Board of Selectmen	Date
Lee Hartmann, AICP, President Old Colony Planning Council	7-2-13 Date	Eldon Moreira, Chairman Town of West Bridgewater, Board of Selectmen	7/2/13 Date

The currently endorsed Unified Planning Work Program, Regional Transportation Plan, and Transportation Improvement Program, together with any amendments, were developed in accordance with FHWA/ FTA regulations governing the implementation of the Moving Ahead for Progress in the 21st Century (MAP-21) and EPA regulations governing, the implementation of the Clean Air Act Amendments of 1990, and fully incorporate the applicable requirements of the 1964 Civil Rights Act and the Americans with Disabilities Act of 1990. From certification reviews conducted in 2006 and 2011, the FHWA and FTA have determined that the transportation planning process of the MPO substantially meets the requirements of the Metropolitan Planning Rule 23 CFR Part 450 Subpart C and 49 CFR Part 613. In addition, FHWA and FTA have jointly certified the transportation planning process.

3. Amendment / Adjustment / Administrative Modification Procedures & Substitutions

Transportation Improvement Programs, no matter how well planned may need to be changed from their original MPO endorsed form. There are different actions that may be taken in order to change the endorsed TIP. These actions vary, depending on the extent of the change, and have different impacts on the TIP.

The procedures for changing the TIP are:

TIP Amendment

- A TIP Amendment is the most extensive change procedure that a TIP may be required to go through. A TIP amendment requires the proposed changes to undergo a thirty-day public review period and be formally endorsed at a MPO meeting by the MPO if no significant comments are received. However, the Old Colony MPO, at their discretion, may vote to abbreviate the public comment period under what they consider extraordinary circumstances beyond the MPO's control.

  The following triggers TIP Amendments;

  - ✓ Significant funding changes in a project
  - ✓ A project not programmed on the TIP is requested to be put on the TIP. (Moving a project back from the previous TIP to the current TIP is an exception – see below)

TIP Adjustment/ Administrative Modification

- A TIP Adjustment/ Administrative Modification is a minor Amendment. The Adjustment procedure requires an administrative action (the change), Joint Transportation Committee advice, and MPO signatory notification of the change. Adjustments or Administrative Modifications to the RTP are minor amendments such as adding projects to the Illustrative Project Listing, and the procedure requires an administrative action (the change), JTC advice, and Old Colony MPO notification of the change.

  The following triggers TIP Adjustments;

  - ✓ A project currently on the TIP is moved into the active year element (FFY 2013), including Mega projects as long as the TIP remains financially constrained
  - ✓ A modest funding change
  - ✓ A project is split into one or more projects
  - ✓ A project listed in the FFY 2013-2016 TIP, and is not advertised in FFY 2013 is moved into the FFY 2014-2017 TIP.

4. Financial Summary and Targets

Highway Projects - Federal Aid

Fiscal Year	Federal Target	Federal Programmed
2014	$ 8,379,207	$ 7,690,227
2015	$ 7,207,626	$ 7,176,000
2016	$ 7,953,491	$ 7,797,582
2017	$ 7,953,491	$ 5,718,720
Totals	**$ 31,493,815**	**$ 28,382,529**

Transit Projects

Fiscal Year	Federal Apportionment	Federal Programmed*
2014	---	$ 3,444,400
2015	---	$ 3,922,262
2016	---	$ 5,698,265
2017	---	$ 7,404,439
Totals	**$ -**	**$ 20,469,366**

*MAP, & State Funds totals not included.

The Old Colony MPO Transportation Improvement Program is financially constrained according to the definition in the Federal Register 23 CFR Part 450.324. Please note that project costs programmed in the TIP are expressed in Year of Expenditure (YOE) dollars. The cost inflation factor utilized is increased 4% annually. The projects programmed meet the funding estimates of federal and state funds available in each of these fiscal years. These estimates were provided by the state and refined as part of the State Transportation Improvement Program (STIP) development process.

The financial plan contained herein is financially constrained, and indicates that the Old Colony MPO Transportation Improvement Program reflects the highway program emphasis on the maintenance and operation of the current roadway and bridge system with the ability to provide for additional capital improvements.

Only projects for which funds can be expected have been included.

5. Summary of Funding Categories (FFY 2014-2017)

Funding Category	2014	2015	2016	2017	Total
BRIDGE	$ -	$ -	$ -	$ -	$ -
CMAQ	$ 2,165,783	$ 1,709,829	$ 1,709,829	$ 1,709,829	$ 7,295,270
HSIP	$ 626,937	$ 506,616	$ 506,616	$ 506,616	$ 2,146,785
ITS	$ -	$ -	$ -	$ -	$ -
NHPP	$ -	$ -	$ -	$ -	$ -
SRTS	$ -	$ -	$ -	$ -	$ -
STP	$ 5,286,477	$ 4,691,171	$ 5,437,037	$ 5,437,037	$ 20,851,722
TAP	$ 300,009	$ 300,009	$ 300,009	$ 300,009	$ 1,200,036
Subtotal FHWA/ State	**$ 8,379,206**	**$ 7,207,625**	**$ 7,953,491**	**$ 7,953,491**	**$ 31,493,813**
5307 - Operating/ PM	$ 2,875,000	$ 2,937,500	$ 3,000,000	$ 3,062,500	$ 11,875,000
5307 - Capital	$ 1,430,500	$ 1,442,000	$ 1,171,667	$ 5,613,500	$ 9,657,667
5339	$ -	$ 585,000	$ 3,002,000	$ 1,264,000	$ 4,851,000
5310	$ -	$ -	$ -	$ -	$ -
5311	$ -	$ -	$ -	$ -	$ -
Non-Federal	$ -	$ 65,000	$ -	$ -	$ 65,000
Livability	$ -	$ -	$ -	$ -	$ -
TIGER	$ -	$ -	$ -	$ -	$ -
Subtotal FTA/ State	**$ 4,305,500**	**$ 5,029,500**	**$ 7,173,667**	**$ 9,940,000**	**$ 26,448,667**
Grand Total	**$ 12,684,706**	**$ 12,237,125**	**$ 15,127,158**	**$ 17,893,491**	**$ 57,942,480**

6. Operating vs. Capital Expenditures

2014	Highway	Transit	Total
Operating	$ 8,379,206	$5,913,094	$ 14,292,300
Capital	$ -	$2,659,317	$ 2,659,317
Total	$ 8,379,206	$ 8,572,411	$ 16,951,617
Total Percent Operating		**84.31%**	
Total Percent Capital		**15.69%**	

2015	Highway	Transit	Total
Operating	$ 7,207,625	$4,900,000	$ 12,107,625
Capital	$ -	$1,967,000	$ 1,967,000
Total	$ 7,207,625	$ 6,867,000	$ 14,074,625
Total Percent Operating		**86.02%**	
Total Percent Capital		**13.98%**	

2016	Highway	Transit	Total
Operating	$ 7,953,491	$6,284,000	$ 14,237,491
Capital	$ -	$4,107,000	$ 4,107,000
Total	$ 7,953,491	$ 10,391,000	$ 18,344,491
Total Percent Operating		**77.61%**	
Total Percent Capital		**22.39%**	

2017	Highway	Transit	Total
Operating	$ 7,953,491	$5,100,000	$ 13,053,491
Capital	$ -	$6,752,500	$ 6,752,500
Total	$ 7,953,491	$ 11,852,500	$ 19,805,991
Total Percent Operating		**65.91%**	
Total Percent Capital		**34.09%**	

**Includes Federal and Non-Federal Funds*

2014 Old Colony MPO Transportation Improvement Program

05/28/2013 Draft Released
07/02/2013 Endorsed

MassDOT Project ID ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
►Section 1A / Federal Aid Target Projects							
►STP - Surface Transportation Program							
601644	BROCKTON- RESURFACING & RELATED WORK ON WEST ELM STREET, FROM WARREN AVENUE TO WEST STREET (6,800 FT.)	5	STP	$ 3,042,048	$ 2,433,638	$ 608,410	75% Design; Total Cost YOE is $4,875,094; Funded by STP, CMAQ, HSIP, and TAP
			STP Subtotal ►	$ 3,042,048	$ 2,433,638	$ 608,410	◄ 80% Federal + 20% Non-Federal
►HSIP - Highway Safety Improvement Program							
601644	BROCKTON- RESURFACING & RELATED WORK ON WEST ELM STREET, FROM WARREN AVENUE TO WEST STREET (6,800 FT.)	5	HSIP	$ 733,037	$ 659,733	$ 73,304	75% Design; Total Cost YOE is $4,875,094; Funded by STP, CMAQ, HSIP, and TAP
606071	EASTON- SIGNAL & INTERSECTION IMPROVEMENTS @ ROUTE 138 (TURNPIKE STREET) AND ROUTE 106 (FOUNDRY STREET)	5	HSIP	$ 677,744	$ 609,970	$ 67,774	25% Design; Total Cost YOE is 1,377,744; Funded by CMAQ and HSIP
			HSIP Subtotal ►	$ 1,410,781	$ 659,733	$ 73,304	◄ Funding Split Varies by Project Specifications
►CMAQ - Congestion Mitigation and Air Quality Improvement Program							
603660	BRIDGEWATER- SIGNAL & INTERSECTION IMPROVEMENTS AT STATE ROUTE 18 & HIGH STREET	5	CMAQ	$ 1,259,683	$ 1,007,746	$ 251,937	75% Design; Total Cost YOE is $1,259,683; Funded by CMAQ
601644	BROCKTON- RESURFACING & RELATED WORK ON WEST ELM STREET, FROM WARREN AVENUE TO WEST STREET (6,800 FT.)	5	CMAQ	$ 800,000	$ 640,000	$ 160,000	75% Design; Total Cost YOE is $4,875,094; Funded by STP, CMAQ, HSIP, and TAP
606071	EASTON- SIGNAL & INTERSECTION IMPROVEMENTS @ ROUTE 138 (TURNPIKE STREET) AND ROUTE 106 (FOUNDRY STREET)	5	CMAQ	$ 700,000	$ 560,000	$ 140,000	25% Design; Total Cost YOE is 1,377,744; Funded by CMAQ and HSIP
			CMAQ Subtotal ►	$ 2,759,683	$ 2,207,746	$ 551,937	◄ 80% Federal + 20% Non-Federal
►TAP - Transportation Alternatives Program							
601644	BROCKTON- RESURFACING & RELATED WORK ON WEST ELM STREET, FROM WARREN AVENUE TO WEST STREET (6,800 FT.)	5	TAP	$ 300,009	$ 240,007	$ 60,002	75% Design; Total Cost YOE is $4,875,094; Funded by STP, CMAQ, HSIP, and TAP
			TAP Subtotal ►	$ 300,009	$ 240,007	$ 60,002	◄ 80% Federal + 20% Non-Federal

►Section 1A / Fiscal Constraint Analysis				
Total Federal Aid Target Funds Programmed ►	$ 7,512,521	**$ 8,379,207**	**◄Total**	**$ 866,686** **Target Funds Available**
Total STP Programmed ►	$ 3,042,048	$ 5,286,477	◄ Max. **STP**	**$ 2,244,429** STP Available
Total HSIP Programmed ►	$ 1,410,781	$ 626,937	◄ Min. **HSIP**	**$ (783,844)** HSIP Minimum Met
Total CMAQ Programmed ►	$ 2,759,683	$ 2,165,783	◄ Min. **CMAQ**	**$ (593,900)** CMAQ Minimum Met
Total TAP Programmed ►	$ 300,009	$ 300,009	◄ Min. **TAP**	**$ -** TAP Minimum Met

►Section 1B / Federal Aid Bridge Projects							
	No Projects Programmed			$ -	$ -	$ -	
			BR Subtotal ►	$ -	$ -	$ -	◄ 80% Federal + 20% Non-Federal
►Section 1C / Federal Aid Non-Target Projects							
►Earmarks							
	No Projects Programmed			$ -	$ -	$ -	
			Earmarks Subtotal ►	$ -	$ -	$ -	◄ Funding Split Varies by Earmark
►Other							
	No Projects Programmed			$ -	$ -	$ -	
			Other Subtotal ►	$ -	$ -	$ -	◄ Funding Split Varies by Funding Source
►Section 1D / Federal Aid Major & State Category Projects							
►IM - Interstate Maintenance							
	No Projects Programmed			$ -	$ -	$ -	
			IM Subtotal ►	$ -	$ -	$ -	◄ 90% Federal + 10% Non-Federal
►NHPP - National Highway Performance Program							
	No Projects Programmed			$ -	-	-	
			NHS Subtotal ►	$ -	$ -	$ -	◄ 80% Federal + 20% Non-Federal
►Other							
	No Projects Programmed			$ -	-	-	
			Other Subtotal ►	$ -	$ -	$ -	◄ Funding Split Varies by Funding Source
►Section 2A / Non-Federal Projects							
	No Projects Programmed			$ -		$ -	
			Non-Federal Projects Subtotal►	$ -		$ -	◄100% Non-Federal
►Section 2B / Non-Federal Bridge Projects							
	No Projects Programmed			$ -		$ -	
			Non-Federal Bridge Projects Subtotal►	$ -		$ -	◄100% Non-Federal

2014 Old Colony MPO TIP Summary

	TIP Section 1: ▼	**TIP Section 2:** ▼	**Total** of All Projects ▼	
Total ►	$ 6,834,777	$ -	$ 6,834,777	◄ Total Spending in Region
Federal Funds ►	$ 5,541,125		$ 5,541,125	◄ Total Federal Spending in Region
Non-Federal Funds ►	$ 1,293,652	$ -	$ 1,293,652	◄ Total Non-Federal Spending in Region

701 CMR 7.00 Use of Road Flaggers and Police Details on Public Works Projects / 701 CMR 7.00 (the Regulation) was promulgated and became law on October 3, 2008. Under this Regulation, the CMR is applicable to any Public works Project that is performed within the limits of, or that impact traffic on, any Public Road. The Municipal Limitation referenced in this Regulation is applicable only to projects where the Municipality is the Awarding Authority. For all projects contained in the TIP, the Commonwealth is the Awarding Authority. Therefore, all projects must be considered and implemented in accordance with 701 CMR 7.00, and the Road Flagger and Police Detail Guidelines. By placing a project on the TIP, the Municipality acknowledges that 701 CMR 7.00 is applicable to its project and design and construction will be fully compliant with this Regulation. This information, and additional information relative to guidance and implementation of the Regulation can be found at the following link on the MassDOT Highway Division website: http://www.massdot.state.ma.us/Highway/flaggers/main.aspx

2015 Old Colony MPO Transportation Improvement Program

05/28/2013 Draft Released
07/02/2013 Endorsed

MassDOT Project ID ▼	MassDOT Project Description▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
►Section 1A / Federal Aid Target Projects							
►STP - Surface Transportation Program							
604957	PEMBROKE- RECONSTRUCTION ON ROUTE 14, FROM THE HANSON T.L. TO WASHINGTON STREET (ROUTE 53)	5	STP-AC	$ 4,216,171	$ 3,372,937	$ 843,234	100% Design; Total Cost YOE is $8,973,660 ; Funded by STP and TAP; Advance Construction Phase 1 of 2
			STP Subtotal ►	$ 4,216,171	$ 3,372,937	$ 843,234	◄ 80% Federal + 20% Non-Federal
►HSIP - Highway Safety Improvement Program							
	No Projects Programmed						
			HSIP Subtotal ►	$ -	$ -	$ -	◄ Funding Split Varies by Project Specifications
►CMAQ - Congestion Mitigation and Air Quality Improvement Program							
604957	PEMBROKE- RECONSTRUCTION ON ROUTE 14, FROM THE HANSON T.L. TO WASHINGTON STREET (ROUTE 53)	5	CMAQ-AC	$ 2,184,820	$ 1,747,856	$ 436,964	100% Design; Total Cost YOE is $8,973,660 ; Funded by STP and TAP; Advance Construction Phase 1 of 2
			CMAQ Subtotal ►	$ 2,184,820	$ 1,747,856	$ 436,964	◄ 80% Federal + 20% Non-Federal
►TAP - Transportation Alternatives Program							
604957	PEMBROKE- RECONSTRUCTION ON ROUTE 14, FROM THE HANSON T.L. TO WASHINGTON STREET (ROUTE 53)	5	TAP	$ 300,009	$ 240,007	$ 60,002	100% Design; Total Cost YOE is $8,973,660 ; Funded by STP and TAP; Advance Construction Phase 1 of 2
			TAP Subtotal ►	$ 300,009	$ 240,007	$ 60,002	◄ 80% Federal + 20% Non-Federal
►Section 1A / Fiscal Constraint Analysis							
			Total Federal Aid Target Funds Programmed ►	$ 6,701,000	**$ 7,207,626**	**◄Total**	**$ 506,626**	**Target Funds Available**
			Total STP Programmed ►	$ 4,216,171	$ 4,691,171	◄ Max. **STP**	**$ 475,000**	STP Available
			Total HSIP Programmed ►	$ -	$ 506,616	◄ Min. **HSIP**	**$ 506,616**	HSIP Minimum Not Met
			Total CMAQ Programmed ►	$ 2,184,820	$ 1,709,829	◄ Min. **CMAQ**	**$ (474,991)**	CMAQ Minimum Met
			Total TAP Programmed ►	$ 300,009	$ 300,009	◄ Min. **TAP**	**$ -**	TAP Minimum Met
►Section 1B / Federal Aid Bridge Projects							
	No Projects Programmed			$ -	$ -	$ -	
			BR Subtotal ►	$ -	$ -	$ -	◄ 80% Federal + 20% Non-Federal
►Section 1C / Federal Aid Non-Target Projects							
►Earmarks							
	No Projects Programmed			$ -	$ -	$ -	
			Earmarks Subtotal ►	$ -	$ -	$ -	◄ Funding Split Varies by Earmark
►Other							
	No Projects Programmed			$ -	$ -	$ -	
			Other Subtotal ►	$ -	$ -	$ -	◄ Funding Split Varies by Funding Source
►Section 1D / Federal Aid Major & State Category Projects							
►IM - Interstate Maintenance							
	No Projects Programmed			$ -	$ -	$ -	
			IM Subtotal ►	$ -	$ -	$ -	◄ 90% Federal + 10% Non-Federal
►NHPP - National Highway Performance Program							
	No Projects Programmed			$ -	-	-	
			NHS Subtotal ►	$ -	$ -	$ -	◄ 80% Federal + 20% Non-Federal
►Other							
	No Projects Programmed						
			Other Subtotal ►	$ -	$ -	$ -	◄ Funding Split Varies by Funding Source
►Section 2A / Non-Federal Projects							
	No Projects Programmed			$ -		$ -	
			Non-Federal Projects Subtotal►	$ -		$ -	◄100% Non-Federal
►Section 2B / Non-Federal Bridge Projects							
	No Projects Programmed			$ -		$ -	
			Non-Federal Bridge Projects Subtotal►	$ -		$ -	◄100% Non-Federal

2015 Old Colony MPO TIP Summary

	TIP Section 1: ▼	TIP Section 2: ▼	**Total** of All Projects ▼	
Total ►	$ 6,701,000	$ -	$ 6,701,000	◄ Total Spending in Region
Federal Funds ►	$ 5,360,800		$ 5,360,800	◄ Total Federal Spending in Region
Non-Federal Funds ►	$ 1,340,200	$ -	$ 1,340,200	◄ Total Non-Federal Spending in Region

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2016 Old Colony MPO Transportation Improvement Program

05/28/2013 Draft Released
07/02/2013 Endorsed

MassDOT Project ID ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
►Section 1A / Federal Aid Target Projects							
►STP - Surface Transportation Program							
606036	BROCKTON- SIGNAL & INTERSECTION IMPROVEMENTS @ ROUTE 123 (BELMONT STREET)/LINWOOD STREET/LORRAINE AVENUE	5	STP	$ 772,761	$ 618,209	$ 154,552	25% Design; Total Cost YOE is $ 2,572,761; Funded by STP, CMAQ, and HSIP
604957	PEMBROKE- RECONSTRUCTION ON ROUTE 14, FROM THE HANSON T.L. TO WASHINGTON STREET (ROUTE 53)	5	STP-AC	$ 1,972,651	$ 1,578,121	$ 394,530	100% Design; Total Cost YOE is $8,973,660 ; Funded by STP and TAP; Advance Construction Phase 2 of 2
			STP Subtotal ►	$ 2,745,412	$ 2,196,330	$ 549,082	◄ 80% Federal + 20% Non-Federal
►HSIP - Highway Safety Improvement Program							
606036	BROCKTON- SIGNAL & INTERSECTION IMPROVEMENTS @ ROUTE 123 (BELMONT STREET)/LINWOOD STREET/LORRAINE AVENUE	5	HSIP	$ 800,000	$ 720,000	$ 80,000	25% Design; Total Cost YOE is $ 2,572,761; Funded by STP, CMAQ, and HSIP
			HSIP Subtotal ►	$ 800,000	$ 720,000	$ 80,000	◄ Funding Split Varies by Project Specifications
►CMAQ - Congestion Mitigation and Air Quality Improvement Program							
606036	BROCKTON- SIGNAL & INTERSECTION IMPROVEMENTS @ ROUTE 123 (BELMONT STREET)/LINWOOD STREET/LORRAINE AVENUE	5	CMAQ	$ 1,000,000	$ 800,000	$ 200,000	25% Design; Total Cost YOE is $ 2,572,761; Funded by STP, CMAQ, and HSIP
			CMAQ Subtotal ►	$ 1,000,000	$ 800,000	$ 200,000	◄ 80% Federal + 20% Non-Federal
►TAP - Transportation Alternatives Program							
604957	PEMBROKE- RECONSTRUCTION ON ROUTE 14, FROM THE HANSON T.L. TO WASHINGTON STREET (ROUTE 53)	5	TAP	$ 300,009	$ 240,007	$ 60,002	100% Design; Total Cost YOE is $8,973,660 ; Funded by STP and TAP; Advance Construction Phase 2 of 2
			TAP Subtotal ►	$ 300,009	$ 240,007	$ 60,002	◄ 80% Federal + 20% Non-Federal
►Section 1A / Fiscal Constraint Analysis							
			Total Federal Aid Target Funds Programmed ►	$ 4,845,421	**$ 7,953,491**	**◄Total**	**$ 3,108,070**	**Target Funds Available**
			Total STP Programmed ►	$ 2,745,412	$ 5,437,037	◄ Max. **STP**	**$ 2,691,625**	STP Available
			Total HSIP Programmed ►	$ 800,000	$ 506,616	◄ Min. **HSIP**	**$ (293,384)**	HSIP Minimum Met
			Total CMAQ Programmed ►	$ 1,000,000	$ 1,709,829	◄ Min. **CMAQ**	**$ 709,829**	CMAQ Minimum Not Met
			Total TAP Programmed ►	$ 300,009	$ 300,009	◄ Min. **TAP**	**$ -**	TAP Minimum Met
►Section 1B / Federal Aid Bridge Projects							
	No Projects Programmed			$ -	$ -	$ -	
►Earmarks							
	No Projects Programmed			$ -	$ -	$ -	
►Other							
	No Projects Programmed			$ -	$ -	$ -	
►IM - Interstate Maintenance							
	No Projects Programmed			$ -	$ -	$ -	
►NHPP - National Highway Performance Program							
	No Projects Programmed			$ -	-	-	
►Other							
	No Projects Programmed						
►Section 2A / Non-Federal Projects							
	No Projects Programmed			$ -		$ -	
			Non-Federal Projects Subtotal►	$ -		$ -	◄100% Non-Federal
	No Projects Programmed			$ -		$ -	

2016 Old Colony MPO TIP Summary

	TIP Section 1: ▼	TIP Section 2: ▼	**Total** of All Projects ▼	
Total ►	$ 4,845,421	$ -	$ 4,845,421	◄ Total Spending in Region
Federal Funds ►	$ 3,956,337		$ 3,956,337	◄ Total Federal Spending in Region
Non-Federal Funds ►	$ 889,084	$ -	$ 889,084	◄ Total Non-Federal Spending in Region

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2017 Old Colony MPO Transportation Improvement Program

05/28/2013 Draft Released
07/02/2013 Endorsed

MassDOT Project ID ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
►Section 1A / Federal Aid Target Projects							
►STP - Surface Transportation Program							
606264	PLYMOUTH- IMPROVEMENTS ON OBERY STREET, FROM SOUTH STREET TO A.A. CARANCI WAY/PLYMOUTH NORTH H.S. DRIVE INTERSECTION	5	STP	$ 1,871,272	$ 1,497,018	$ 374,254	75% Design; Total Cost YOE is $3,881,110; Funded by STP, CMAQ, and TAP
			STP Subtotal ►	$ 1,871,272	$ 1,497,018	$ 374,254	◄ 80% Federal + 20% Non-Federal
►HSIP - Highway Safety Improvement Program							
	No Projects Programmed			$ -	$ -	$ -	
			HSIP Subtotal ►	$ -	$ -	$ -	◄ Funding Split Varies by Project Specifications
►CMAQ - Congestion Mitigation and Air Quality Improvement Program							
606264	PLYMOUTH- IMPROVEMENTS ON OBERY STREET, FROM SOUTH STREET TO A.A. CARANCI WAY/PLYMOUTH NORTH H.S. DRIVE INTERSECTION	5	CMAQ	$ 1,709,829	$ 1,367,863	$ 341,966	75% Design; Total Cost YOE is $3,881,110; Funded by STP, CMAQ, and TAP
			CMAQ Subtotal ►	$ 1,709,829	$ 1,367,863	$ 341,966	◄ 80% Federal + 20% Non-Federal
►TAP - Transportation Alternatives Program							
606264	PLYMOUTH- IMPROVEMENTS ON OBERY STREET, FROM SOUTH STREET TO A.A. CARANCI WAY/PLYMOUTH NORTH H.S. DRIVE INTERSECTION	5	TAP	$ 300,009	$ 240,007	$ 60,002	75% Design; Total Cost YOE is $3,881,110; Funded by STP, CMAQ, and TAP
			TAP Subtotal ►	$ 300,009	$ 240,007	$ 60,002	◄ 80% Federal + 20% Non-Federal
►Section 1A / Fiscal Constraint Analysis							
			Total Federal Aid Target Funds Programmed ►	$ 3,881,110	**$ 7,953,491**	**◄Total**	**$ 4,072,381**	**Target Funds Available**
			Total STP Programmed ►	$ 1,871,272	$ 5,437,037	◄ Max. **STP**	**$ 3,565,765**	STP Available
			Total HSIP Programmed ►	$ -	$ 506,616	◄ Min. **HSIP**	**$ 506,616**	HSIP Minimum Not Met
			Total CMAQ Programmed ►	$ 1,709,829	$ 1,709,829	◄ Min. **CMAQ**	**$ -**	CMAQ Minimum Met
			Total TAP Programmed ►	$ 300,009	$ 300,009	◄ Min. **TAP**	**$ -**	TAP Minimum Met
►Section 1B / Federal Aid Bridge Projects							
	No Projects Programmed			$ -	$ -	$ -	
			BR Subtotal ►	$ -	$ -	$ -	◄ 80% Federal + 20% Non-Federal
►Section 1C / Federal Aid Non-Target Projects							
►Earmarks							
	No Projects Programmed			$ -	$ -	$ -	
			Earmarks Subtotal ►	$ -	$ -	$ -	◄ Funding Split Varies by Earmark
►Other							
	No Projects Programmed			$ -	$ -	$ -	
			Other Subtotal ►	$ -	$ -	$ -	◄ Funding Split Varies by Funding Source
►Section 1D / Federal Aid Major & State Category Projects							
►IM - Interstate Maintenance							
	No Projects Programmed			$ -	$ -	$ -	
			IM Subtotal ►	$ -	$ -	$ -	◄ 90% Federal + 10% Non-Federal
►NHPP - National Highway Performance Program							
	No Projects Programmed			$ -	-	-	
			NHS Subtotal ►	$ -	$ -	$ -	◄ 80% Federal + 20% Non-Federal
►Other							
	No Projects Programmed						
			Other Subtotal ►	$ -	$ -	$ -	◄ Funding Split Varies by Funding Source
►Section 2A / Non-Federal Projects							
	No Projects Programmed			$ -		$ -	
			Non-Federal Projects Subtotal►	$ -		$ -	◄100% Non-Federal
►Section 2B / Non-Federal Bridge Projects							
	No Projects Programmed			$ -		$ -	
			Non-Federal Bridge Projects Subtotal►	$ -		$ -	◄100% Non-Federal

2017 Old Colony MPO TIP Summary

	TIP Section 1: ▼	TIP Section 2: ▼	**Total** of All Projects ▼	
Total ►	$ 3,881,110	$ -	$ 3,881,110	◄ Total Spending in Region
Federal Funds ►	$ 3,104,888		$ 3,104,888	◄ Total Federal Spending in Region
Non-Federal Funds ►	$ 776,222	$ -	$ 776,222	◄ Total Non-Federal Spending in Region

701 CMR 7.00 Use of Road Flaggers and Police Details on Public Works Projects / 701 CMR 7.00 (the Regulation) was promulgated and became law on October 3, 2008. Under this Regulation, the CMR is applicable to any Public works Project that is performed within the limits of, or that impact traffic on, any Public Road. The Municipal Limitation referenced in this Regulation is applicable only to projects where the Municipality is the Awarding Authority. For all projects contained in the TIP, the Commonwealth is the Awarding Authority. Therefore, all projects must be considered and implemented in accordance with 701 CMR 7.00, and the Road Flagger and Police Detail Guidelines. By placing a project on the TIP, the Municipality acknowledges that 701 CMR 7.00 is applicable to its project and design and construction will be fully compliant with this Regulation. This information, and additional information relative to guidance and implementation of the Regulation can be found at the following link on the MassDOT Highway Division website: http://www.massdot.state.ma.us/Highway/flaggers/main.aspx

Transportation Improvement Program (TIP)

Project List (FY2014)

FTA Program	Transit Agency	FTA Activity Line Item	Project Description	Carryover or Earmark Detail	Federal Funds	RTACAP	MAP	ITCCAP	TDC	SCA	Local Funds	Total Cost
5307												
5307	Brockton Area Transit Authority (BAT)	300901	UP TO 50% FEDERAL SHARE SATURDAY EVENING JARC		$132,000	$0	$0	$0	$0	$0	$132,000	$264,000
5307	Brockton Area Transit Authority (BAT)	300901	UP TO 50% FEDERAL SHARE JARC SUNDAY SERVICE		$351,347	$0	$0	$0	$0	$0	$351,347	$702,694
5307	Brockton Area Transit Authority (BAT)	111700	VEH OVERHAUL (UP TO 20% VEH MAINT)		$592,000	$148,000	$0	$0	$0	$0	$0	$740,000
5307	Brockton Area Transit Authority (BAT)	114211	ACQUIRE - SUPPORT VEHICLES (2)		$52,000	$13,000	$0	$0	$0	$0	$0	$65,000
5307	Brockton Area Transit Authority (BAT)	111240	BUY ASSOC CAP MAINT ITEMS		$120,000	$30,000	$0	$0	$0	$0	$0	$150,000
5307	Brockton Area Transit Authority (BAT)	114220	ACQUIRE - MISC SUPPORT EQUIPMENT		$56,400	$14,100	$0	$0	$0	$0	$0	$70,500
5307	Brockton Area Transit Authority (BAT)	116402	REHAB/RENOV COMMUNICATIONS SYSTEM ON BOARD CAMERAS		$20,000	$5,000	$0	$0	$0	$0	$0	$25,000
5307	Brockton Area Transit Authority (BAT)	114206	ACQUIRE - SHOP EQUIPMENT BUS WASHER		$144,000	$36,000	$0	$0	$0	$0	$0	$180,000
5307	Brockton Area Transit Authority (BAT)	116402	REHAB/RENOV COMMUNICATIONS SYSTEM		$60,000	$15,000	$0	$0	$0	$0	$0	$75,000
5307	Brockton Area Transit Authority (BAT)	300900	OPERATING		$2,400,000	$0	$0	$0	$0	$2,400,000	$0	$4,800,000
				Subtotal	$3,927,747	$261,100	$0	$0	$0	$2,400,000	$483,347	$7,072,194
5309												
				Subtotal	$0	$0	$0	$0	$0	$0	$0	$0
5310												
5310	Brockton Area Transit Authority (BAT)	111204	BUY REPLACEMENT DIAL-A-BAT VEHICLES (7)		$254,856	$0	$191,142	$0	$0	$0	$0	$445,998
5310	Brockton Area Transit Authority (BAT)	300901	UP TO 50% FEDERAL SHARE AVON-STOUGHTON NF		$39,600	$0	$0	$0	$0	$0	$39,600	$79,200
5310	South Shore Community Action Council	111215	BUY REPLACEMENT VANS (5)		$441,224	$0	$0	$0	$0	$0	$266,867	$708,091
5310	Old Colony Planning Council Area Agency on Aging	300901	UP TO 50% FEDERAL SHARE - VOLUNTEER TRANSPORTATION PROGRAM		$73,200	$0	$0	$0	$0	$0	$73,200	$146,400
				Subtotal	$808,880	$0	$191,142	$0	$0	$0	$379,667	$1,379,689
5311												
				Subtotal	$0	$0	$0	$0	$0	$0	$0	$0
5337												
				Subtotal	$0	$0	$0	$0	$0	$0	$0	$0
5339												
				Subtotal	$0	$0	$0	$0	$0	$0	$0	$0
Other Federal												
				Subtotal	$0	$0	$0	$0	$0	$0	$0	$0
Other Non-Federal												
Other Non-Federal	Halifax Council on Aging	111215	BUY REPLACEMENT VAN (1)		$0	$0	$45,451	$0	$0	$0	$11,363	$56,814
Other Non-Federal	Abington Council on Aging	111204	BUY REPLACEMENT VEHICLE (1)		$0	$0	$50,971	$0	$0	$0	$12,743	$63,714
				Subtotal	$0	$0	$96,422	$0	$0	$0	$24,106	$120,528
				Total	$4,736,627	$261,100	$287,564	$0	$0	$2,400,000	$887,120	$8,572,411

Transportation Improvement Program (TIP)

Project List (FY2015)

FTA Program	Transit Agency	FTA Activity Line Item	Project Description	Carryover or Earmark Detail		Federal Funds	RTACAP	MAP	ITCCAP	TDC	SCA	Local Funds	Total Cost
5307													
5307	Brockton Area Transit Authority (BAT)	111700	VEH OVERHAUL (UP TO 20% VEH MAINT)	2013, 2014		$448,000	$112,000	$0	$0	$0	$0	$0	$560,000
5307	Brockton Area Transit Authority (BAT)	114409	REHAB/RENOVATE - MOBILE SURVEILL/SECURITY EQUIP	2012, 2013		$160,000	$40,000	$0	$0	$0	$0	$0	$200,000
5307	Brockton Area Transit Authority (BAT)	116403	REHAB/RENOV RADIOS FR & PARATRANSIT		2012	$57,600	$14,400	$0	$0	$0	$0	$0	$72,000
5307	Brockton Area Transit Authority (BAT)	114210	ACQUIRE - MOBILE FARE COLL EQUIP PARATRANSIT & FR		2012	$168,000	$42,000	$0	$0	$0	$0	$0	$210,000
5307	Brockton Area Transit Authority (BAT)	114211	ACQUIRE - SUPPORT VEHICLE		2014	$40,000	$10,000	$0	$0	$0	$0	$0	$50,000
5307	Brockton Area Transit Authority (BAT)	111240	BUY ASSOC CAP MAINT ITEMS		2014	$120,000	$30,000	$0	$0	$0	$0	$0	$150,000
5307	Brockton Area Transit Authority (BAT)	114220	ACQUIRE - MISC SUPPORT EQUIPMENT			$60,000	$15,000	$0	$0	$0	$0	$0	$75,000
5307	Brockton Area Transit Authority (BAT)	300900	OPERATING	2013, 2014		$2,450,000	$0	$0	$0	$0	$2,450,000	$0	$4,900,000
					Subtotal	$3,503,600	$263,400	$0	$0	$0	$2,450,000	$0	$6,217,000
5309													
					Subtotal	$0	$0	$0	$0	$0	$0	$0	$0
5310													
					Subtotal	$0	$0	$0	$0	$0	$0	$0	$0
5311													
					Subtotal	$0	$0	$0	$0	$0	$0	$0	$0
5337													
					Subtotal	$0	$0	$0	$0	$0	$0	$0	$0
5339													
5339	Brockton Area Transit Authority (BAT)	111204	BUY REPLACEMENT DAIL-A-BAT VEHICLES (7)			$420,000	$0	$0	$0	$92,000	$0	$0	$420,000
5339	Brockton Area Transit Authority (BAT)	111215	BUY REPLACEMENT COUNCIL ON AGING VANS (3)			$165,000	$0	$0	$0	$33,000	$0	$0	$165,000
					Subtotal	$585,000	$0	$0	$0	$125,000	$0	$0	$585,000
Other Federal													
					Subtotal	$0	$0	$0	$0	$0	$0	$0	$0
Other Non-Federal													
Other Non-Federal	Brockton Area Transit Authority (BAT)	111304	BUY MINIBUS (1) - EXPANSION OF SERVICE			$0	$65,000	$0	$0	$0	$0	$0	$65,000
					Subtotal	$0	$65,000	$0	$0	$0	$0	$0	$65,000
					Total	$4,088,600	$328,400	$0	$0	$125,000	$2,450,000	$0	$6,867,000

Transportation Improvement Program (TIP)

Project List (FY2016)

FTA Program	Transit Agency	FTA Activity Line Item	Project Description	Carryover or Earmark Detail	Federal Funds	RTACAP	MAP	ITCCAP	TDC	SCA	Local Funds	Total Cost
5307												
5307	Brockton Area Transit Authority (BAT)	111700	VEH OVERHAUL (UP TO 20% VEH MAINT)	2015	$448,000	$112,000	$0	$0	$0	$0	$0	$560,000
5307	Brockton Area Transit Authority (BAT)	114220	ACQUIRE - MISC SUPPORT EQUIPMENT	2015	$120,800	$30,200	$0	$0	$0	$0	$0	$151,000
5307	Brockton Area Transit Authority (BAT)	116400	REHAB/RENOV-COMMUNICATIONS EQ	2015	$20,000	$5,000	$0	$0	$0	$0	$0	$25,000
5307	Brockton Area Transit Authority (BAT)	113403	TERMINAL, INTERMODAL (TRANSIT) PAVEMENT MANAGEMENT	2015	$103,200	$25,800	$0	$0	$0	$0	$0	$129,000
5307	Brockton Area Transit Authority (BAT)	114211	ACQUIRE - SUPPORT VEHICLES (2)		$52,000	$13,000	$0	$0	$0	$0	$0	$65,000
5307	Brockton Area Transit Authority (BAT)	111240	BUY ASSOC CAP MAINT ITEMS		$140,000	$35,000	$0	$0	$0	$0	$0	$175,000
5307	Brockton Area Transit Authority (BAT)	300900	OPERATING	2014, 2015	$2,500,000	$0	$0	$0	$0	$2,500,000	$0	$5,000,000
				Subtotal	$3,384,000	$221,000	$0	$0	$0	$2,500,000	$0	$6,105,000
5309												
				Subtotal	$0	$0	$0	$0	$0	$0	$0	$0
5310												
				Subtotal	$0	$0	$0	$0	$0	$0	$0	$0
5311												
				Subtotal	$0	$0	$0	$0	$0	$0	$0	$0
5337												
				Subtotal	$0	$0	$0	$0	$0	$0	$0	$0
5339												
5339	Brockton Area Transit Authority (BAT)	113320	CONSTRUCT - MISC BUS STATION EQUIPMENT CALL CENTER	2015	$600,000	$0	$0	$0	$120,000	$0	$0	$600,000
5339	Brockton Area Transit Authority (BAT)	111207	BUY REPLACEMENT P&B PRIVATE CARRIER - ROUTE 3 COMMUTER BUSES (3)	2014	$1,440,000	$0	$0	$0	$0	$0	$360,000	$1,800,000
5339	Brockton Area Transit Authority (BAT)	111204	BUY REPLACEMENT DAIL-A-BAT VEHICLES (7)		$432,000	$0	$0	$0	$86,400	$0	$0	$432,000
5339	Brockton Area Transit Authority (BAT)	111215	BUY REPLACEMENT COUNCIL ON AGING VANS (3)		$170,000	$0	$0	$0	$34,000	$0	$0	$170,000
				Subtotal	$2,642,000	$0	$0	$0	$240,400	$0	$360,000	$3,002,000
Other Federal												
				Subtotal	$0	$0	$0	$0	$0	$0	$0	$0
Other Non-Federal												
Other Non-Federal	Brockton Area Transit Authority (BAT)	300900	OPERATING: SUNDAY SERVICE		$0	$0	$0	$0	$0	$400,000	$400,000	$800,000
Other Non-Federal	Brockton Area Transit Authority (BAT)	300900	OPERATING: SATURDAY EVENING SERVICE		$0	$0	$0	$0	$0	$75,000	$75,000	$150,000
Other Non-Federal	Brockton Area Transit Authority (BAT)	300900	OPERATING: AVON/ STOUGHTON		$0	$0	$0	$0	$0	$42,000	$42,000	$84,000
Other Non-Federal	Brockton Area Transit Authority (BAT)	300900	OPERATING: ROCKLAND		$0	$0	$0	$0	$0	$110,000	$110,000	$220,000
Other Non-Federal	Brockton Area Transit Authority (BAT)	300900	OPERATING: EASTON		$0	$0	$0	$0	$0	$15,000	$15,000	$30,000
				Subtotal	$0	$0	$0	$0	$0	$642,000	$642,000	$1,284,000
				Total	$6,026,000	$221,000	$0	$0	$240,400	$3,142,000	$1,002,000	$10,391,000

Transportation Improvement Program (TIP)

Project List (FY2017)

FTA Program	Transit Agency	FTA Activity Line Item	Project Description	Carryover or Earmark Detail	Federal Funds	RTACAP	MAP	ITCCAP	TDC	SCA	Local Funds	Total Cost
5307												
5307	Brockton Area Transit Authority (BAT)	111304	BUY MINBUS - EXPANSION OF SERVICE		$52,000	$13,000	$0	$0	$0	$0	$0	$65,000
5307	Brockton Area Transit Authority (BAT)	114409	REHAB/RENOVATE - MOBILE SURVEILL/SECURITY EQUIP		$116,000	$29,000	$0	$0	$0	$0	$0	$145,000
5307	Brockton Area Transit Authority (BAT)	114406	REHAB/RENOVATE - SHOP EQUIPMENT		$338,800	$84,700	$0	$0	$0	$0	$0	$423,500
5307	Brockton Area Transit Authority (BAT)	119202	PURCHASE BUS SHELTERS		$32,000	$8,000	$0	$0	$0	$0	$0	$40,000
5307	Brockton Area Transit Authority (BAT)	113420	REHAB/RENOVATE - MISC BUS STATION EQUIPMENT	2016	$107,200	$26,800	$0	$0	$0	$0	$0	$134,000
5307	Brockton Area Transit Authority (BAT)	111202	BUY REPLACEMENT 35-FT BUS (10)	2016	$3,080,000	$776,000	$0	$0	$0	$0	$0	$3,856,000
5307	Brockton Area Transit Authority (BAT)	114410	REHAB/RENOVATE - MOBILE FARE COLL EQUIP		$400,000	$100,000	$0	$0	$0	$0	$0	$500,000
5307	Brockton Area Transit Authority (BAT)	111240	BUY ASSOC CAP MAINT ITEMS		$140,000	$35,000	$0	$0	$0	$0	$0	$175,000
5307	Brockton Area Transit Authority (BAT)	114211	ACQUIRE - SUPPORT VEHICLES		$60,000	$15,000	$0	$0	$0	$0	$0	$75,000
5307	Brockton Area Transit Authority (BAT)	114220	ACQUIRE - MISC SUPPORT EQUIPMENT		$60,000	$15,000	$0	$0	$0	$0	$0	$75,000
5307	Brockton Area Transit Authority (BAT)	300900	OPERATING	2015, 2016	$2,550,000	$0	$0	$0	$0	$2,550,000	$0	$5,100,000
				Subtotal	$6,936,000	$1,102,500	$0	$0	$0	$2,550,000	$0	$10,588,500
5309												
				Subtotal	$0	$0	$0	$0	$0	$0	$0	$0
5310												
				Subtotal	$0	$0	$0	$0	$0	$0	$0	$0
5311												
				Subtotal	$0	$0	$0	$0	$0	$0	$0	$0
5337												
				Subtotal	$0	$0	$0	$0	$0	$0	$0	$0
5339												
5339	Brockton Area Transit Authority (BAT)	116402	REHAB/RENOV COMMUNICATIONS SYSTEM		$400,000	$100,000	$0	$0	$0	$0	$0	$500,000
5339	Brockton Area Transit Authority (BAT)	111204	BUY REPLACEMENT DAIL-A-BAT VEHICLES (7)		$445,000	$0	$0	$0	$89,000	$0	$0	$445,000
5339	Brockton Area Transit Authority (BAT)	111215	BUY REPLACEMENT COUNCIL ON AGING VANS (3)		$175,000	$0	$0	$0	$35,000	$0	$0	$175,000
5339	Brockton Area Transit Authority (BAT)	111202	BUY REPLACEMENT 35-FT BUS	2016	$120,000	$24,000	$0	$0	$0	$0	$0	$144,000
				Subtotal	$1,140,000	$124,000	$0	$0	$124,000	$0	$0	$1,264,000
Other Federal												
				Subtotal	$0	$0	$0	$0	$0	$0	$0	$0
Other Non-Federal												
				Subtotal	$0	$0	$0	$0	$0	$0	$0	$0
				Total	$8,076,000	$1,102,500	$0	$0	$124,000	$2,550,000	$0	$11,852,500

9. Statewide Project Summary Listing

FFY 2014:		**Federal Cost**	**Total Cost**
Statewide Infrastructure Program (STP, NHPP)	STP, NHPP	$10,000,000	$12,500,000
Statewide HSIP	STP Safety	$13,600,000	$15,111,111
Statewide Safe Routes to School Program	SRTS	$5,200,000	$5,567,304
Statewide CMAQ	CMAQ	$19,300,000	$24,125,000
Statewide Transportation Enhancements	STP ENH	$10,000,000	$12,500,000
Statewide Recreational Trails		$800,000	$1,000,000
Statewide ITS (CMAQ and STP)	CMAQ	$12,560,000	$15,700,000
Statewide Design And Right Of Way	STP Flex	$0	$0
Statewide Interstate Maintenance Program (NHPP)	NHPP	$46,818,000	$52,020,000
Statewide NHS Preservation Program (NHPP)	NHPP	$34,000,000	$42,500,000
Statewide Railroad Grade Crossings (STP)	STP Safety	$8,000,000	$10,000,000
Statewide Transit	CMAQ	$0	$0
Statewide Stormwater Retrofits		$1,200,000	$1,500,000
Statewide ADA Implementation Plan		$0	$0
Statewide Bridge Maintenance Program (NHPP)	NHPP	$8,000,000	$10,000,000
Statewide Bridge Replacement and Rehabilitation (NHPP + STP OFF-System Bridge)	NHPP/ BR On/Off	$79,340,000	$99,175,000
Statewide Bridge Inspection	BR On/Off	$5,000,000	$6,250,000
	TOTALS	**$253,818,000**	**$307,948,415**

FFY 2015:		**Federal Cost**	**Total Cost**
Statewide Infrastructure Program	STP, NHPP	$0	$0
Statewide HSIP	STP Safety	$16,800,000	$18,666,667
Statewide Safe Routes to School Program	SRTS	$5,200,000	$6,500,000
Statewide CMAQ	CMAQ	$10,200,000	$12,750,000
Statewide Transportation Enhancements	STP ENH	$10,000,000	$12,500,000
Statewide Recreational Trails		$800,000	$1,000,000
Statewide ITS (CMAQ and STP)	CMAQ	$10,240,000	$12,800,000
Statewide Design And Right Of Way	STP Flex	$0	$0
Statewide Interstate Maintenance Program (NHPP)	NHPP	$52,681,500	$58,535,000
Statewide NHS Preservation Program (NHPP)	NHPP	$14,008,000	$17,510,000
Statewide Railroad Grade Crossings (STP)	STP Safety	$800,000	$1,000,000
Statewide Transit	CMAQ	$0	$0
Statewide Stormwater Retrofits		$4,800,000	$6,000,000
Statewide ADA Implementation Plan		$3,200,000	$4,000,000
Statewide Bridge Maintenance Program (NHPP)	NHPP	$8,000,000	$10,000,000
Statewide Bridge Replacement and Rehabilitation (NHPP + STP OFF-System Bridge)	NHPP/ BR On/Off	$107,800,000	$134,750,000
Statewide Bridge Inspection	BR On/Off	$5,000,000	$6,250,000
	TOTALS	**$249,529,500**	**$302,261,667**

FFY 2016:		**Federal Cost**	**Total Cost**
Statewide Infrastructure Program	STP, NHPP	$0	$0
Statewide HSIP	STP Safety	$17,600,000	$19,555,556
Statewide Safe Routes to School Program	SRTS	$5,180,000	$6,475,000
Statewide CMAQ	CMAQ	$30,000,000	$37,500,000
Statewide Transportation Enhancements	STP ENH	$10,000,000	$12,500,000
Statewide Recreational Trails		$800,000	$1,000,000
Statewide ITS (CMAQ and STP)	CMAQ	$10,480,000	$13,100,000
Statewide Design And Right Of Way	STP Flex	$0	$0
Statewide Interstate Maintenance Program (NHPP)	NHPP	$45,990,000	$51,100,000
Statewide NHS Preservation Program (NHPP)	NHPP	$21,360,000	$26,700,000
Statewide Railroad Grade Crossings (STP)	STP Safety	$800,000	$1,000,000
Statewide Transit	CMAQ	$0	$0
Statewide Stormwater Retrofits		$4,000,000	$5,000,000
Statewide ADA Implementation Plan		$3,200,000	$4,000,000
Statewide Bridge Maintenance Program (NHPP)	NHPP	$8,000,000	$10,000,000
Statewide Bridge Replacement and Rehabilitation (NHPP + STP OFF-System Bridge)	NHPP/ BR On/Off	$65,600,000	$82,000,000
Statewide Bridge Inspection	BR On/Off	$5,000,000	$6,250,000
	TOTALS	**$228,010,000**	**$276,180,556**

FFY 2017:		**Federal Cost**	**Total Cost**
Statewide Infrastructure Program	STP, NHPP	$0	$0
Statewide HSIP	STP Safety	$17,500,000	$19,444,444
Statewide Safe Routes to School Program	SRTS	$3,200,000	$4,000,000
Statewide CMAQ	CMAQ	$30,000,000	$37,500,000
Statewide Transportation Enhancements	STP ENH	$2,500,000	$3,125,000
Statewide Recreational Trails		$800,000	$1,000,000
Statewide ITS (CMAQ and STP)	CMAQ	$14,400,000	$18,000,000
Statewide Design And Right Of Way	STP Flex	$0	$0
Statewide Interstate Maintenance Program (NHPP)	NHPP	$47,718,000	$53,020,000
Statewide NHS Preservation Program (NHPP)	NHPP	$19,932,000	$24,915,000
Statewide Railroad Grade Crossings (STP)	STP Safety	$4,000,000	$5,000,000
Statewide Transit	CMAQ	$0	$0
Statewide Stormwater Retrofits		$4,000,000	$5,000,000
Statewide ADA Implementation Plan		$3,200,000	$4,000,000
Statewide Bridge Maintenance Program (NHPP)	NHPP	$8,000,000	$10,000,000
Statewide Bridge Replacement and Rehabilitation (NHPP + STP OFF-System Bridge)	NHPP/ BR On/Off	$67,960,000	$84,950,000
Statewide Bridge Inspection	BR On/Off	$5,000,000	$6,250,000
	TOTALS	**$228,210,000**	**$276,204,444**

10. FFY 2014-2017 Federal Aid Mega Projects

No Federal Aid Mega Projects within the Old Colony Region are currently programmed in FFY 2014-2017.

11. Annual Listing of Obligated Projects (FFY 2013 Advertisements)

COMMUNITY	ID	ADVERTISED	DESCRIPTION	TOTAL COST	FEDERAL	STATE
BROCKTON	603675	*	BROCKTON- DOWNTOWN ROADWAY AND STREETSCAPE IMPROVEMENTS (PHASE I)	$1,971,608	$ 1,577,286	$ 394,322
BROCKTON	606519	*	BROCKTON- SAFE ROUTES TO SCHOOL (BROOKFIELD ELEMENTARY SCHOOL)	$597,500	$ 537,750	$ 59,750
PLYMOUTH	600426	*	PLYMOUTH- RECONSTRUCTION OF ROUTE 44 (SAMOSET STREET) FROM ROUTE 3 (NB RAMP) EASTERLY TO WATER STREET	$4,901,470	$ 4,411,323	$ 490,147
WEST BRIDGEWATER	603457	*	WEST BRIDGEWATER- INTERSECTION IMPROVEMENTS AT ROUTE 106 & ROUTE 28 (CENTRAL SQUARE)	$3,375,180	$ 2,700,144	$ 675,036
			Total Cost of Projects Advertised:	**$ 10,845,758**	**$ 9,226,503**	**$ 1,619,255**

** Projects anticipated to be advertised by October 1, 2013*

- ✓ As of the endorsement of the FFY 2014-2017 TIP on July 2, 2013, all of the projects programmed in FFY 2013 of the FFY 2013-20116 TIP were either advertised for construction bids, or anticipated to be advertised by October 1, 2013.

12. Air Quality Conformity Documentation

Since most of all of Massachusetts (with limited exceptions) was designated on 5/21/12 by the United States Environmental Protection Agency as "unclassifiable/ attainment" for the latest ozone standard, a conformity determination for the FFY 2014-2017 Old Colony TIP is not required. Further details and background information are provided below:

Introduction

The 1990 Clean Air Act Amendments (CAAA) require metropolitan planning organizations within nonattainment and maintenance areas to perform air quality conformity determinations prior to the approval of Long-Range Transportation Plans (LRTPs) and Transportation Improvement Programs (TIPs), and at such other times as required by regulation. A nonattainment area is one that the U.S. Environmental Protection Agency (EPA) has designated as not meeting certain air quality standards. A maintenance area is a nonattainment area that now meets the standards and has been re-designated as maintaining the standard. A conformity determination is a demonstration that plans, programs, and projects are consistent with the State Implementation Plan (SIP) for attaining the air quality standards. The CAAA requirement to perform a conformity determination ensures that federal approval and funding go to transportation activities that are consistent with air quality goals.

The entire Commonwealth of Massachusetts was previously classified as nonattainment for ozone, and was divided into two nonattainment areas. The Eastern Massachusetts ozone nonattainment area included Barnstable, Bristol, Dukes, Essex, Middlesex, Nantucket, Norfolk, Plymouth, Suffolk, and Worcester counties. Berkshire, Franklin, Hampden, and Hampshire counties comprised the Western Massachusetts ozone nonattainment area. With these classifications, the 1990 Clean Air Act Amendments (CAAA) required the Commonwealth to reduce its emissions of volatile organic compounds (VOCs) and nitrogen oxides (NOx), the two major precursors to ozone formation to achieve attainment of the ozone standard.

Legislative and Regulatory Background

The 1970 Clean Air Act defined a one-hour national ambient air quality standard (NAAQS) for ground-level ozone. The 1990 CAAA further classified degrees of nonattainment of the one-hour standard based on the severity of the monitored levels of the pollutant. The entire commonwealth of Massachusetts was classified as being in serious nonattainment for the one-hour ozone standard, with a required attainment date of 1999.The attainment date was later extended, first to 2003 and a second time to 2007.

In 1997, the EPA proposed a new, eight-hour ozone standard that replaced the one-hour standard, effective June 15, 2005. Scientific information had shown that ozone could affect human health at lower levels, and over longer exposure times than one hour. The new standard was challenged in court, and after a lengthy legal battle, the courts upheld it. It was finalized in June 2004. The eight-hour standard is 0.08 parts per million, averaged over eight hours and not to be exceeded more than once per year. Nonattainment areas were again further classified based on the severity of the eight-hour values. Massachusetts as a whole was classified as being in moderate nonattainment for the eight-hour standard, and was separated into two nonattainment areas: Eastern Massachusetts and Western Massachusetts.

In March 2008, EPA published revisions to the eight-hour ozone NAAQS establishing a level of 0.075 ppm, (March 27, 2008; 73 FR 16483). In 2009, EPA announced it would reconsider this standard because it fell outside of the range recommended by the Clean Air Scientific Advisory Committee. However, EPA did not take final action on the reconsideration so the standard would remain at 0.075 ppm.

After reviewing data from Massachusetts monitoring stations, EPA sent a letter on December 16, 2011 proposing that only Dukes County would be designated as nonattainment for the new proposed 0.075 ozone standard. Massachusetts concurred with these findings.

On May 21, 2012, (77 FR 30088), the final rule was published in the Federal Register, defining the 2008 NAAQS at 0.075 ppm, the standard that was promulgated in March 2008. A second rule published on May 21, 2012 (77 FR 30160), revoked the 1997 ozone NAAQS to occur one year after the July 20, 2012 effective date of the 2008 NAAQS.

Also on May 21, 2012, the air quality designations areas for the 2008 NAAQS were published in the Federal Register. In this Federal Register, the only area in Massachusetts that was designated as nonattainment is Dukes County. All other Massachusetts counties were classified as unclassifiable/attainment.

Therefore, conformity for ozone in the Old Colony MPO is required until July 20, 2013 for only the 1997 ozone standard. Since this FFY 2014-2017 TIP will not complete its collective development, review, and approval by the Federal Highway Administration until after July 20, 2013, when this standard will be revoked, and since the latest area designations to do not require conformity under the current 2008 standard, the Old Colony MPO does not need to perform a conformity determination for ozone on the program.

Congestion Mitigation and Air Quality Improvement (CMAQ) Program

The Congestion Mitigation and Air Quality Improvement (CMAQ) Program was created under the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, continued under the Transportation Equity Act for the 21st Century (TEA-21), the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), and the Moving Ahead for Progress in the 21st Century (MAP-21). The goals of the CMAQ program support: promoting operational and technological improvements, targeting major freight bottlenecks, and relieving urban congestion.

The purpose of the CMAQ program is to fund transportation projects or programs that will contribute to attainment or maintenance of the national ambient air quality standards (NAAQS) for ozone, carbon monoxide (CO), and particulate matter (PM). The main goal of the CMAQ program is to reduce emissions in nonattainment and maintenance areas and to mitigate congestion. Congestion relief can contribute to improvements in air quality by reducing travel delays, engine idle time, and unproductive fuel consumption.

Since congestion relief projects also reduce idling, the negative emissions effects of “stop and go” driving, and the number of vehicles on the road, they have a corollary benefit of improving air quality. Based on their emissions reductions, these types of projects, including investments in improved system pricing and operations, are eligible for CMAQ funding.

Eligible projects and programs include:

- Transportation Control Measures (TCMs)
- Traffic Flow Improvements
- Extreme Low-Temperature Cold Start Programs
- Alternate Fuels and Vehicles
- Congestion Reduction & Traffic Flow Improvements
- Transit Improvements
- Bicycle and Pedestrian Facilities and Programs
- Travel Demand Management
- Public Education and Outreach Activities
- Transportation Management Associations
- Carpooling and Vanpooling
- Freight/Intermodal
- Diesel Engine Retrofits & Other Advanced Truck Technologies
- Idle Reduction
- Training
- Inspection/Maintenance (I/M) Programs
- Experimental Pilot Programs

13. Special Efforts

Brockton Area Transit Authority (BAT): Accessible Transportation Program

The US Department of Transportation, in 1986, published a final rule entitled, "Non-discrimination on the Basis of Handicap in Financial Assistance Programs." The rule carried out section 504 of the Rehabilitation Act of 1973 and section 317 © of the Surface Transportation Assistance Act of 1982. The rule requires recipients of the FTA financial assistance to establish programs to provide transit services to disabled persons, establishes service criteria, and places a limit on the amount of money recipients must spend to meet these criteria.

BAT is required to develop a five (5) year plan addressing transportation for the physically disabled.

Program Background

Planning for accessible transportation has been an integral part of the Brockton Area Transit Development Program. Developed jointly in 1975 by the Old Colony Planning Council, the City of Brockton, and a consulting firm, funding assistance for this study was provided under a FTA Technical Studies Grant (Section 9, now 5307).

A principal tenet of this planning effort was to identify the transportation needs of elderly and disabled individuals and the social service agencies with which a coordinated service could be developed. The study produced estimates of the number of potential elderly and disabled transit users within the area and denoted the locations containing large concentrations of potential users. Data collection for this identification involved meeting with social service agency representatives, the surveying of the general public and the use of secondary sources.

This study created the overall design and schedule for the implementation of a two faceted Dial-a-Bat service namely, Dial-a-Ride and subscription service. In addition, it formed the basis for ensuring the routing of regularly scheduled services to areas with high concentrations of elderly and disabled individuals.

The specific strategies adopted from Elderly and Disabled efforts are as follows:

- 50% fare for elderly and disabled users of regular BAT service.
- Routing of regular BAT service to serve elderly and disabled individuals without accessible transportation needs. All elderly and disabled public housing sites have been included as stops on regular BAT routes. One particular route, the Mini-Maller connects three sites with the Westgate Mall, a major retail shopping center.
- The institution of both advance and reservation Dial-a-Ride and subscription service for the elderly, disabled, and clients of social service agencies in the Brockton area known as Dial-a-Bat, began service in February 1977.
- Coordination of Dial-a-Bat with the transportation services of approximately 16 social service agencies.
- Develop and modify the Section 504 program in an effort to improve transit services for the elderly and disabled.

This planning effort also produced the following capital plans for developing accessible transportation facilities:

- Incorporation of wheelchair accessible improvements into the plans for the development of a Brockton BAT Centre, which made all the docking facilities 100% accessible. BAT commenced operation at the new terminal in February 1999.
- As of 1991, the Dial-a-Bat fleet included 33 paratransit vehicles, all of which are lifts equipped vans.
- Creation of accessible fixed route service through the anticipated purchase of six (6) wheelchair equipped commuter coaches with FTA Section 3 funds. The vehicles have been leased to private inter-city bus companies such as Plymouth and Brockton Street Railway Company and Interstate Coach.

Accessible Transportation Service and Facilities

Section 223 of the American with Disabilities Act (ADA) requires public entities operating fixed route systems to provide paratransit as a complement to their fixed route service. This service is intended for persons with disabilities who are unable to use accessible fixed route transit. The paratransit level of service is to be “comparable,” not identical, to fixed route service as the operations of fixed route service and paratransit differ markedly.

The first category of “ADA Paratransit Eligible” people consists of individuals who as a result of their disabilities, cannot independently board, ride, or disembark from accessible vehicles. Persons with mental or visual impairments, as well as physical disabilities, may be eligible in this category (e.g., persons who are unable to determine where to get off the bus).

The second category of ADA Paratransit Eligibility concerns individuals who have a “specific impairment-related condition” which prevents them from getting to a boarding or disembarking location. Examples are people with chronic fatigue syndrome, visual or mental impairments, or special temperature sensitivities whose disabilities do not allow them to get to a stop or from a stop to their destination.

The third eligibility category includes individuals who need a level change mechanism to use a bus or other vehicle during times when an accessible bus that the person can use is not being employed on the route on which they want to travel.

The US Department of Transportation is amending its existing Section 504 rule to avoid potential overlapping, duplication, or confusion between ADA and 504 requirements. For this reason, a number of provisions of the 504 rule are being removed. The basic relationship between Section 504 and ADA is that a recipient of DOT funds complies with its Section 504 obligations. In 1996, Brockton Area Transit Authority completed the update of its fleet. The BAT fleet is 100% accessible.

14. FFY 2013 TIP Transit Project Status

Transit

Federal RTA	Section	Description	Federal Funds	Approval Status	Grant #	Comments
BAT	5307	Fare Collection Equip. Support Equip., Service Vehicle,	$960,000	Approved	MA-90-X555	$139,851 remaining
BAT	5307	Capital Parts, Intermodal Paving and support equipment	$396,168	Approved	MA-90-X502	$34,897 remaining
BAT	5307	AVL/ GPS, VOH, Support Equipment and Parts	$1,165,000	Approved	MA-90-X654	$523,428 remaining
BAT	5307	3 Hybrid Buses and 2 Transit Coaches	$2,600,000	Approved	MA-95-X015	$2,600,000 remaining
BAT	5309	Maintenance and ITC Paving	$675,000	Approved	MA-04-0075	$126,060 remaining

State RTA	Section	Description	State Funds	Approval Status	Grant #	Comments
BAT	MAP	Mobility Assistance	$447,020	Pending	See State	

Transit Continued

FTA Funding Program	Estimated Authorization FFY 2012	Old Colony TIP Programmed FFY 2012	BALANCE FFY 2012
Section 5307			
Planning	$ -	$ -	$ -
Capital	$ 264,000	$ 264,000	$ -
Operating/Preventive Maintenance	$ 2,583,476	$ 2,583,476	$ -
Transit Enhancement	$ -	$ -	$ -
Subtotal	**$ 2,847,476**	**$ 2,847,476**	**$ -**
Carryover*			
5307 Carryover - bus support equipment, preventative maintenance, planning, bus replacements, miscellaneous support equipment, includes Flex Funds, CMAQ capital bus.	$ 2,838,938	$ 2,838,938	$ -
Subtotal	**$ 2,838,938**	**$ 2,838,938**	**$ -**
SECTION 5307 TOTALS	**$ 5,686,414**	**$ 5,686,414**	**$ -**
ARRA			
	$ -	$ -	$ -
	$ -	$ -	$ -
Subtotal	**$ -**	**$ -**	$ -
ARRA TOTALS	**$ -**	**$ -**	**$ -**
Section 5309			
	$ -	$ -	$ -
	$ -	**$ -**	$ -
Subtotal	**$ -**	**$ -**	$ -
SECTION 5309 TOTALS	**$ -**	**$ -**	**$ -**
Section 5310			
Capital (SSCAC -- Purchase of lift equipped passenger mini-busses)	$ 250,000	$ 250,000	$ -
Section 5316 (Boston UZA)	$ -	$ -	$ -
Job Access and Reverse Commuting (JARC)	$ 1,582,243	$ 1,582,243	$ -
Carryover*	$ -	$ -	$ -
Section 3037 (BAT)			
Job Access and Reverse Commute (JARC)	$ 32,500	$ 32,500	$ -
Section 5317 (Boston UZA)			
New Freedom	$ 1,242,242	$ 1,242,242	
Carryover*	$ -	$ -	
OTHER TOTALS	**$ 3,106,985**	**$ 3,106,985**	
Other Transit Funding			
CMAQ FHWA TO FTA	$0	$0	$0
STP FHWA TO FTA	$0	$0	$0

**Carryover funding from previous years.*

Part D. APPENDICES

1. Other Regional Priorities

COMMUNITY	DESCRIPTION	ID	DESIGN STATUS	FUNDING	COST
ABINGTON	ABINGT0N SAFE ROUTES TO SCHOOL (CENTER SCHOOL)	605693	100	SRTS	$489,600
ABINGTON	ABINGTON- SUPERSTRUCTURE REPLACEMENT & SUBSTRUCTURE REHABILITATION, A-01-006, CENTRAL STREET OVER SHUMATUSCACANT RIVER	607346	0	BR	TBD
ABINGTON & WEYMOUTH	WEYMOUTH- ABINGTON- RECONSTRUCTION & WIDENING ON ROUTE 18 FROM HIGHLAND PLACE TO ROUTE 139 (4.0 MILES) INCLUDES REHAB OF W-32-013, ROUTE 18 OVER THE OLD COLONY LINE	601630	25	STP	$39,058,205
BROCKTON	BROCKTON- INTERSECTION IMPROVEMENTS @ CRESCENT STREET (ROUTE 27)/ QUINCY STREET/ MASSASOIT BOULEVARD	606143	0	STP/ HSIP/ STBB	$3,600,000
BROCKTON	BROCKTON- RESURFACING & RELATED WORK ON PERKINS AVENUE, FROM SUMMER STREET TO MAIN STREET (2,800 FT.)	601642	0	STP	$500,000
BROCKTON	BROCKTON- SUPERSTRUCTURE REPLACEMENT, B-25-047, ROUTE 24 OVER WEST CHESTNUT STREET	607266	0	BR	TBD
DUXBURY	DUXBURY- BRIDGE REPLACEMENT, D-14-010 (48H & 48J), ROUTE 3 NB/SB OVER FRANKLIN STREET	605294	0	BR	$5,520,000
DUXBURY	DUXBURY- INTERSECTION IMPROVEMENTS @ KINGSTOWN WAY (ROUTE 53) & WINTER STREET	603462	100	STP	$1,568,081
DUXBURY	DUXBURY- SIGNAL INSTALLATION @ ROUTE 3 (NB & SB) RAMPS & ROUTE 3A (TREMONT STREET)	606002	0	STP	$2,400,000
EASTON	EASTON - ROUTE 123 RECONSTRUCTION ON FROM NEWELL CIRCLE TO ROUTE 138	607217	0	STP	$5,000,400
EASTON	EASTON- INTERSECTION IMPROVEMENTS @ ROUTE 138 & TURNPIKE AVENUE	604098	0	STP	$1,440,000
HALIFAX	ROUTE 58 RECONSTRUCTION (LINGAN STREET TO PLYMPTON TL)	606379	0	TBD	$3,960,000
KINGSTON	KINGSTON- RECONSTRUCTION ON ROUTE 106 (MAIN STREET, WAPPING ROAD) (5,300 FEET)	601164	25	STP	$3,750,000
KINGSTON	KINGSTON- SUPERSTRUCTURE REPLACEMENT, K-01-011, ROUTE 3 OVER JONES RIVER	607268	0	BR	TBD
PEMBROKE	PEMBROKE - REHABILITATION OF ROUTE 36 FROM ROUTE 27 TO ROUTE 14	600380	25	STP	$3,055,593
PEMBROKE	PEMBROKE - ROUTE 53 AT PLEASANT STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENTS	607337	0	STP/ STBB	$1,264,800
PLYMOUTH	PLYMOUTH- RECONSTRUCTION OF TAYLOR AVENUE, FROM WHITE HORSE ROAD TO MANOMET POINT ROAD, INCLUDES P-13-010	605038	75	STP	$5,106,000
PLYMOUTH	PLYMOUTH- RESURFACING & RELATED WORK ON ROUTE 3	606524	0	TBD	TBD
STOUGHTON	STOUGHTON- INTERSECTION IMPROVEMENTS & RELATED WORK AT ROUTE 138 & CENTRAL STREET	607403	0	STP	$3,000,000
STOUGHTON	STOUGHTON- RECONSTRUCTION OF TURNPIKE STREET	607214	0	STP	$12,000,250
WEST BRIDGEWATER	WEST BRIDGEWATER- BRIDGE REPLACEMENT, W-18-012, SR 106 OVER THE HOCKOMOCK RIVER	605351	0	ABP	$2,658,001

WEST BRIDGEWATER	WEST BRIDGEWATER- RECONSTRUCTION ON ROUTE 106, FROM ROUTE 28 (CENTRAL SQUARE) TO EASTON T.L.	603456	0	STP	$6,000,000
				Total of All Potential Projects	**$100,370,930**

** This is an Informational List of Other Regional Priorities Regardless of Funding Source*

2. Potential Projects Identified by Communities and/ or Studies Conducted by OCPC as Part of the Unified Planning Work Program. In order for projects to advance, communities must follow the project initiation process in the MassDOT Project Development & Design Guide Book.

COMMUNITY	DESCRIPTION	ID	FUNDING	COST
ABINGTON	ABINGTON - SAFE ROUTES TO SCHOOL (WOODWARD SCHOOL)	PRE - PRC	TBD	$500,000
ABINGTON/ WHITMAN	ROUTE 18 CAPACITY ENHANCEMENT FROM ROUTE 139 TO ROUTE 14	PRE - PRC	TBD	$3,000,000
AVON	ROUTE 28 (EAST MAIN STREET) AT EAST/WEST SPRING STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENT	PRE - PRC	TBD	$750,000
AVON	WEST MAIN STREET RECONSTRUCTION (HARRISON BOULEVARD TO ROUTE 28)	PRE - PRC	TBD	$500,000
BRIDGEWATER	HIGH STREET RECONSTRUCTION FROM HAYWARD STREET TO PLYMOUTH STREET	PRE - PRC	TBD	$5,500,000
BRIDGEWATER	MILL STREET RECONSTRUCTION FROM PLYMOUTH STREET TO HIGH STREET	PRE - PRC	TBD	$1,100,000
BRIDGEWATER	SOUTH STREET@ ROUTE 104 SIGNALIZATION AND GEOMETRIC IMPROVEMENT	PRE - PRC	TBD	$750,000
BRIDGEWATER	SUMMER STREET RECONSTRUCTION FROM GROVE STREET TO FLAGG STREET	PRE - PRC	TBD	$5,100,000
BRIDGEWATER	TITICUT STREET BRIDGE REPLACEMENT OVER TAUNTON RIVER	PRE - PRC	TBD	$500,000
BRIDGEWATER	TOWN RIVER LANDING PEDESTRIAN BRIDGE ENHANCEMENT PROJECT	PRE - PRC	TBD	$880,660
BROCKTON	ITS REVENUE COLLECTION EQUIPMENT	PRE - PRC	TBD	$500,000
BROCKTON	MAIN STREET AT FOREST AVENUE TRAFFIC SIGNALS AND GEOMETRIC IMPROVEMENTS	PRE - PRC	TBD	$750,000
BROCKTON	MAIN STREET RECONSTRUCTION FROM WHITE AVENUE TO HAYWARD AVENUE	PRE - PRC	TBD	$2,000,000
BROCKTON	NORTH MAIN STREET RECONSTRUCTION FROM PROSPECT STREET TO COURT WAY	PRE - PRC	TBD	$1,500,000
BROCKTON	ROUTE 28 RECONSTRUCTION FROM EAST ASHLAND STREET TO PLAIN STREET	PRE - PRC	TBD	$2,500,000
EAST BRIDGEWATER	ROUTE 106 RECONSTRUCTION WHITMAN STREET TO HALIFAX TOWN LINE	PRE - PRC	TBD	$4,500,000
EASTON	CENTRAL STREET RESURFACING FROM WASHINGTON TO DEPOT	PRE - PRC	TBD	$550,000
EASTON	ROUTE 106 - EASTMAN STREET, MANSFIELD TOWN LINE TO ROUTE 123	PRE - PRC	TBD	$280,715
EASTON	ROUTE 106 - FOUNDRY STREET, BAY ROAD TO MORSE ROAD	PRE - PRC	TBD	$1,689,350
EASTON	ROUTE 106 - FOUNDRY STREET, EASTMAN STREET TO BAY ROAD	PRE - PRC	TBD	$1,400,000
EASTON	ROUTE 138 @ ELM STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENTS	PRE - PRC	TBD	$750,000
EASTON	ROUTE 138 @ PLYMOUTH STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENT	PRE - PRC	TBD	$750,000
EASTON	ROUTE 138 @ UNION STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENTS	PRE - PRC	TBD	$750,000

HALIFAX	ROUTE 106 RECONSTRUCTION (ROUTE 105 TO BRIDGEWATER TOWN LINE)	PRE - PRC	TBD	$1,000,000
KINGSTON	ROUTE 27 @ ROUTE 106 SIGNAL REPLACEMENT AND GEOMETRIC IMPROVEMENTS	PRE - PRC	TBD	$750,000
KINGSTON	ROUTE 3A AT CRESCENT STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENTS	PRE - PRC	TBD	$750,000
PLYMOUTH	CARVER ROAD/SUMMER ST/FEDERAL FURNACE/SLEEPY HOLLOW ROAD SIGNALIZATION	PRE - PRC	TBD	$750,000
PLYMOUTH	CHERRY STREET RECONSTRUCTION FROM INDUSTRIAL PARK ROAD TO COMMERCE WAY	PRE - PRC	TBD	$2,600,000
PLYMOUTH	FEDERAL FURNACE ROAD RECONSTRUCTION FROM CARVER TOWN LINE TO SOUTH MEADOW ROAD	PRE - PRC	TBD	$5,500,000
PLYMOUTH	JENNY GRIST MILL/ BILLINGTON SEA WALKWAY	PRE - PRC	TBD	$1,500,000
PLYMOUTH	LONG POND ROAD RECONSTRUCTION (DREW ROAD TO CLARK ROAD)	PRE - PRC	TBD	$5,000,000
PLYMOUTH	ROUTE 3 AT EXIT 3 INTERCHANGE AND VICINITY ACCESS IMPROVEMENTS	PRE - PRC	TBD	$28,000,000
PLYMOUTH	ROUTE 3A AT SOUTH STREET SIGNALIZATION	PRE - PRC	TBD	$750,000
PLYMOUTH	ROUTE 3A STATE ROAD AND HERRING POND ROAD SIGNALIZATION	PRE - PRC	TBD	$750,000
PLYMOUTH	SAMOSET STREET @ MARC DRIVE/ MOBILE HOME ESTATES SIGNALIZATION	PRE - PRC	TBD	$750,000
PLYMOUTH	TOWN WHARF PEDESTRIAN AND ROADWAY IMPROVEMENTS	PRE - PRC	TBD	$750,000
STOUGHTON	BAY ROAD RECONSTRUCTION	PRE - PRC	TBD	$1,000,000
STOUGHTON	CANTON STREET (ROUTE 27) & SCHOOL STREET SIGNALIZATION	PRE - PRC	TBD	$750,000
STOUGHTON	CANTON (ROUTE 27)/TOSCA/CENTRAL INTERSECTION IMPROVEMENTS	PRE - PRC	TBD	$750,000
STOUGHTON	TURNPIKE AND CENTRAL STREETS RESURFACING	PRE - PRC	TBD	$522,000
WEST BRIDGEWATER	BELMONT STREET BRIDGE REHABILITATION	PRE - PRC	TBD	$500,000
WEST BRIDGEWATER	BRIDGE REHABILITATION ARCH STREET	PRE - PRC	TBD	$500,000
WEST BRIDGEWATER	ROUTE 106 @ EAST STREET SIGNALIZATION	PRE - PRC	TBD	$750,000
WEST BRIDGEWATER	ROUTE 106 @ HOWARD STREET SIGNALIZATION	PRE - PRC	TBD	$750,000
WEST BRIDGEWATER	ROUTE 28 @ MATFIELD STREET SIGNALIZATION	PRE - PRC	TBD	$750,000
WEST BRIDGEWATER	SOUTH STREET RESURFACING AND SIDEWALKS	PRE - PRC	TBD	$300,000
WEST BRIDGEWATER	WEST STREET BRIDGE REHABILITATION	PRE - PRC	TBD	$500,000
	Total of All Potential Projects			**$ 92,422,725**

3. Thirty Day Public Review and Comment Period– Notice of Availability and Comments

NOTICE OF PUBLIC COMMENT/REVIEW FOR THE
- **DRAFT FFY 2014-2017 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**
- **DRAFT FFY 2014 UNIFIED PLANNING WORK PROGRAM (UPWP)**

In accordance with the Public Participation Process developed by the Old Colony Metropolitan Planning Organization (MPO), Old Colony Planning Council (OCPC) is making the DRAFT FFY 2014-2017 Transportation Improvement Program (TIP), and the DRAFT FFY 2014 Unified Planning Work Program (UPWP) available for public review and comment. The TIP serves as a prioritized listing of highway, bridge, and transit projects proposed for implementation during the next four (4) federal fiscal years. Copies of these documents are available for review at the OCPC Offices (8:30 a.m. to 4:00 p.m.), at http://www.ocpcrpa.org/, and/or upon request. This notice will initiate a 30-Day Public Review and Comment Period. This process will also be used as Brockton Area Transit Authority's (BAT) public participation process. The Brockton Area Transit Authority, the FTA Section 5307(c) applicant, has consulted with the Old Colony Metropolitan Planning Organization and concurs that the public involvement process adopted by the Old Colony MPO for development of the TIP satisfies the public hearing requirements that pertain to the development of the Program of Projects for the regular Section 5307, Urbanized Area Formula Program, grant applications including the provisions for public notice and the time established for public review and comment. A public meeting of the OCPC and Old Colony MPO advisory committee, the Old Colony Joint Transportation Committee (JTC), is scheduled for June 13, 2013 at 12 PM at the OCPC Offices. Furthermore, a public meeting of the Old Colony MPO is scheduled for July 2, 2013 at 10 AM at the OCPC Offices to hear additional public comments and consider endorsement of these Programs. Please contact Charles Kilmer at 508-583-1833 Extension 206 for further information.

Please send written comments to:

Old Colony Planning Council (OCPC)
70 School Street
Brockton, MA 02301
Attention: Charles Kilmer

The Old Colony MPO fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. The Old Colony MPO operates without regard to race, color, national origin, religious creed, sexual orientation, gender identity or expression, veteran's status and/or ancestry. Any person who believes him/herself or any specific class of persons, to be subject to discrimination prohibited by Title VI may by him/herself or by representative file a written complaint with the Old Colony MPO. Complaints are to be filed no later than 180 days from the date of the alleged discrimination. Please contact Pat Ciaramella at 508-583-1833 for more information.

4. Federal Regional Funding Targets (FFY 2014-2017)

TITLE 23 - TRANSPORTATION FUNDING

FEDERAL FISCAL YEAR 2014
FEDERAL REGIONAL TARGETS
April 8, 2013

	Obligation Authority	Obl. Auth. Matching State Funds	Total Funding Based On Obl. Auth.	
Base Obligation Authority	$550,000,000			
Redistribution, as Estimated by FHWA	$50,000,000			
Total Estimated Obligation Authority Available:	**$600,000,000**			
Central Artery/Tunnel Obligation Authority	(122,840,000)			Final CAT/GANS
Total Non-Earmarked Available Statewide - (Including State Match)	**477,160,000**	**110,747,165**	**587,907,165**	
Statewide Infrastructure Items:				
Statewide Infrastructure Program (STP, NHPP)	$10,000,000	$2,500,000	$12,500,000	
Statewide HSIP Program	$13,600,000	$1,511,111	$15,111,111	
Statewide Safe Routes to Schools Program	$5,200,000	$367,304	$5,567,304	
Statewide CMAQ	$19,300,000	$4,825,000	$24,125,000	
Statewide Transportation Enhancements	$10,000,000	$2,500,000	$12,500,000	
Statewide Recreational Trails	$800,000	$200,000	$1,000,000	
Statewide ITS (CMAQ and STP)	$12,560,000	$3,140,000	$15,700,000	
Statewide Design and Right of Way	$0	$0	$0	
Statewide Interstate Maintenance Program (NHPP)	$46,818,000	$5,202,000	$52,020,000	
Statewide NHS Preservation Program (NHPP)	$34,000,000	$8,500,000	$42,500,000	
Statewide RR Grade Crossings (STP)	$8,000,000	$2,000,000	$10,000,000	
Statewide Transit (CMAQ)	$0	$0	$0	
Statewide Stormwater Retrofits	$1,200,000	$300,000	$1,500,000	
Statewide ADA Implementation Plan	$0	$0	$0	
Subtotal Statewide Infrastructure Items:	**$161,478,000**	**$33,545,415**	**$205,023,415**	
Other Statewide Items:				
Award Adjustments, Change Orders, Project Value Changes, Etc.	$31,282,000	$7,820,500	$39,102,500	
Planning	$24,800,000	$6,200,000	$31,000,000	
DBEs, FAPO, Pavement Lab Retrofits, and Misc. Programs	$800,000	$200,000	$1,000,000	
Subtotal Other Statewide Items:	**$56,882,000**	**$14,220,500**	**$71,102,500**	
Regional Major Infrastructure Projects:	**$18,066,667**	**$4,516,667**	**$22,583,334**	
Bridge Program:				
Statewide Bridge Maintenance Program (NHPP)	**$8,000,000**	**$2,000,000**	**$10,000,000**	
Statewide Bridge Repl. / Rehab Program (NHPP + STP OFF-System Bridge)	**$79,340,000**	**$19,835,000**	**$99,175,000**	
Statewide Bridge Inspection Program	**$5,000,000**	**$1,250,000**	**$6,250,000**	
Subtotal Federal Aid Bridge Program:	**$92,340,000**	**$23,085,000**	**$115,425,000**	
Total Regional Targets:				
Minimum Regional CMAQ Component:	**$38,000,000**	**$9,500,000**	**$47,500,000**	
Minimum Regional HSIP Component:	**$12,375,000**	**$1,375,000**	**$13,750,000**	
Regional TAP Component:	**$3,985,003**	**$996,251**	**$4,981,254**	
Maximum Regional Non-CMAQ / HSIP / TAP Component:	**$94,033,330**	**$23,508,333**	**$117,541,663**	
Total Regional Target	**$148,393,333**	**$35,379,583**	**$183,772,916**	

Region	Regional Share (%)	Regional Minimum HSIP Component With State Match	Regional Minimum CMAQ Component With State Match	Regional TAP Component With State Match	Total Regional Target With State Match	NonCMAQ/ HSIP/TAP with State Match
Berkshire Region	3.5596	**$489,451**	**$1,690,831**	**$0**	**$6,541,662**	**$4,361,380**
Boston Region	42.9671	**$5,907,977**	**$20,409,374**	**$2,548,719**	**$78,961,899**	**$50,095,829**
Cape Cod	4.5851	**$630,457**	**$2,177,942**	**$178,764**	**$8,426,248**	**$5,439,085**
Central Mass	8.6901	**$1,194,893**	**$4,127,812**	**$426,039**	**$15,970,107**	**$10,221,363**
Franklin Region	2.5397	**$349,215**	**$1,206,379**	**$0**	**$4,667,365**	**$3,111,771**
Martha's Vineyard	0.3100	**$42,621**	**$147,235**	**$0**	**$569,639**	**$379,783**
Merrimack Valley	4.4296	**$609,064**	**$2,104,040**	**$305,423**	**$8,140,326**	**$5,121,799**
Montachusett	4.4596	**$613,189**	**$2,118,288**	**$74,990**	**$8,195,452**	**$5,388,986**
Nantucket	0.2200	**$30,247**	**$104,490**	**$0**	**$404,260**	**$269,523**
Northern Middlesex	3.9096	**$537,571**	**$1,857,064**	**$245,303**	**$7,184,802**	**$4,544,863**
Old Colony	4.5595	**$626,937**	**$2,165,783**	**$300,009**	**$8,379,207**	**$5,286,477**
Pioneer Valley	10.8099	**$1,486,364**	**$5,134,712**	**$473,939**	**$19,865,703**	**$12,770,689**
Southeastern Mass	8.9601	**$1,232,014**	**$4,256,049**	**$428,067**	**$16,466,244**	**$10,550,114**
Total:	**100.00**	**$13,750,000**	**$47,500,000**	**$4,981,254**	**$183,772,916**	**$117,541,663**

TITLE 23 - TRANSPORTATION FUNDING

FEDERAL FISCAL YEAR 2015
FEDERAL REGIONAL TARGETS
April 8, 2013

	Obligation Authority	Obl. Auth. Matching State Funds	Total Funding Based On Obl. Auth.	
Base Obligation Authority	$550,000,000			
Redistribution, as Estimated by FHWA	$50,000,000			
Total Estimated Obligation Authority Available:	**$600,000,000**			
ABP GANS Repayment	(150,000,000)			First ABP Gans
Total Non-Earmarked Available Statewide - (Including State Match)	**450,000,000**	**101,460,903**	**551,460,903**	
Statewide Infrastructure Items:				
Statewide Infrastructure Program	$0	$0	$0	
Statewide HSIP Program	$16,800,000	$1,866,667	$18,666,667	
Statewide Safe Routes to Schools Program	$5,200,000	$1,300,000	$6,500,000	
Statewide CMAQ	$10,200,000	$2,550,000	$12,750,000	
Statewide Transportation Enhancements	$10,000,000	$2,500,000	$12,500,000	
Statewide Recreational Trails	$800,000	$200,000	$1,000,000	
Statewide ITS	$10,240,000	$2,560,000	$12,800,000	
Statewide Design and Right of Way	$0	$0	$0	
Statewide Interstate Maintenance Program	$52,681,500	$5,853,500	$58,535,000	
Statewide NHS Preservation Program	$14,008,000	$3,502,000	$17,510,000	
Statewide RR Grade Crossings	$800,000	$200,000	$1,000,000	
Statewide Transit	$0	$0	$0	
Statewide Stormwater retrofits	$4,800,000	$1,200,000	$6,000,000	
Statewide ADA Implementation Plan	$3,200,000	$800,000	$4,000,000	
Subtotal Statewide Infrastructure Items:	**$128,729,500**	**$22,532,167**	**$151,261,667**	
Other Statewide Items:				
Award Adjustments, Change Orders, Project Value Changes, Etc.	$29,230,500	$7,307,625	$36,538,125	
Planning	$24,800,000	$6,200,000	$31,000,000	
DBEs, FAPO, Pavement Lab Retrofits, and Misc. Programs	$800,000	$200,000	$1,000,000	
Subtotal Other Statewide Items:	**$54,830,500**	**$13,707,625**	**$68,538,125**	
Regional Major Infrastructure Projects:	**$18,066,667**	**$4,516,667**	**$22,583,334**	
Bridge Program:				
Statewide Bridge Maintenance Program	**$8,000,000**	**$2,000,000**	**$10,000,000**	
Statewide Bridge Repl. / Rehab Program	**$107,800,000**	**$26,950,000**	**$134,750,000**	
Statewide Bridge Inspection Program	**$5,000,000**	**$1,250,000**	**$6,250,000**	
Subtotal Federal Aid Bridge Program:	**$120,800,000**	**$30,200,000**	**$151,000,000**	
Total Regional Targets:				
Minimum Regional CMAQ Component:	**$30,000,000**	**$7,500,000**	**$37,500,000**	
Minimum Regional HSIP Component:	**$10,000,000**	**$1,111,111**	**$11,111,111**	
Regional TAP Component:	**$3,985,003**	**$996,251**	**$4,981,254**	
Maximum Regional Non-CMAQ / HSIP Component:	**$83,588,330**	**$20,897,083**	**$104,485,413**	
Total Regional Target	**$127,573,333**	**$30,504,444**	**$158,077,777**	

Region	Regional Share (%)	Regional Minimum HSIP Component With State Match	Regional Minimum CMAQ Component With State Match	Regional TAP Component With State Match	Total Regional Target With State Match	NonCMAQ/ HSIP/TAP with State Match
Berkshire Region	3.5596	**$395,516**	**$1,334,867**	**$0**	**$5,627,006**	**$3,896,624**
Boston Region	42.9671	**$4,774,123**	**$16,112,664**	**$2,548,719**	**$67,921,442**	**$44,485,937**
Cape Cod	4.5851	**$509,460**	**$1,719,428**	**$178,764**	**$7,248,090**	**$4,840,437**
Central Mass	8.6901	**$965,570**	**$3,258,799**	**$426,039**	**$13,737,166**	**$9,086,758**
Franklin Region	2.5397	**$282,194**	**$952,405**	**$0**	**$4,014,774**	**$2,780,175**
Martha's Vineyard	0.3100	**$34,441**	**$116,238**	**$0**	**$489,992**	**$339,313**
Merrimack Valley	4.4296	**$492,173**	**$1,661,084**	**$305,423**	**$7,002,145**	**$4,543,465**
Montachusett	4.4596	**$495,506**	**$1,672,333**	**$74,990**	**$7,049,564**	**$4,806,735**
Nantucket	0.2200	**$24,442**	**$82,492**	**$0**	**$347,736**	**$240,803**
Northern Middlesex	3.9096	**$434,401**	**$1,466,103**	**$245,303**	**$6,180,223**	**$4,034,415**
Old Colony	4.5595	**$506,616**	**$1,709,829**	**$300,009**	**$7,207,626**	**$4,691,171**
Pioneer Valley	10.8099	**$1,201,102**	**$4,053,720**	**$473,939**	**$17,088,080**	**$11,359,319**
Southeastern Mass	8.9601	**$995,567**	**$3,360,039**	**$428,067**	**$14,163,933**	**$9,380,260**
Total:	**100.00**	**$11,111,111**	**$37,500,000**	**$4,981,254**	**$158,077,777**	**$104,485,413**

TITLE 23 - TRANSPORTATION FUNDING

FEDERAL FISCAL YEAR 2016
FEDERAL REGIONAL TARGETS
April 8, 2013

	Obligation Authority	Obl. Auth. Matching State Funds	Total Funding Based On Obl. Auth.
Base Obligation Authority	$550,000,000		
Redistribution, as Estimated by FHWA	$50,000,000		
Total Estimated Obligation Authority Available:	**$600,000,000**		
ABP GANS Repayment	(150,000,000)		
Total Non-Earmarked Available Statewide - (Including State Match)	**450,000,000**	**102,279,167**	**552,279,167**
Statewide Infrastructure Items:			
Statewide Infrastructure Program	$0	$0	$0
Statewide HSIP Program	$17,600,000	$1,955,556	$19,555,556
Statewide Safe Routes to Schools Program	$5,180,000	$1,295,000	$6,475,000
Statewide CMAQ	$30,000,000	$7,500,000	$37,500,000
Statewide Transportation Enhancements	$10,000,000	$2,500,000	$12,500,000
Statewide Recreational Trails	$800,000	$200,000	$1,000,000
Statewide ITS	$10,480,000	$2,620,000	$13,100,000
Statewide Design and Right of Way	$0	$0	$0
Statewide Interstate Maintenance Program	$45,990,000	$5,110,000	$51,100,000
Statewide NHS Preservation Program	$21,360,000	$5,340,000	$26,700,000
Statewide RR Grade Crossings	$800,000	$200,000	$1,000,000
Statewide Transit	$0	$0	$0
Statewide Stormwater retrofits	$4,000,000	$1,000,000	$5,000,000
Statewide ADA Implementation Plan	$3,200,000	$800,000	$4,000,000
Subtotal Statewide Infrastructure Items:	**$149,410,000**	**$28,520,556**	**$177,930,556**
Other Statewide Items:			
Award Adjustments, Change Orders, Project Value Changes, Etc.	$30,130,000	$7,532,500	$37,662,500
Planning	$24,800,000	$6,200,000	$31,000,000
DBEs, FAPO, Pavement Lab Retrofits, and Misc. Programs	$800,000	$200,000	$1,000,000
Subtotal Other Statewide Items:	**$55,730,000**	**$13,932,500**	**$69,662,500**
Regional Major Infrastructure Projects:	**$25,600,000**	**$6,400,000**	**$32,000,000**
Bridge Program:			
Statewide Bridge Maintenance Program	**$8,000,000**	**$2,000,000**	**$10,000,000**
Statewide Bridge Repl. / Rehab Program	**$65,600,000**	**$16,400,000**	**$82,000,000**
Statewide Bridge Inspection Program	**$5,000,000**	**$1,250,000**	**$6,250,000**
Subtotal Federal Aid Bridge Program:	**$78,600,000**	**$19,650,000**	**$98,250,000**
Total Regional Targets:			
Minimum Regional CMAQ Component:	**$30,000,000**	**$7,500,000**	**$37,500,000**
Minimum Regional HSIP Component:	**$10,000,000**	**$1,111,111**	**$11,111,111**
Regional TAP Component:	**$3,985,003**	**$996,251**	**$4,981,254**
Maximum Regional Non-CMAQ / HSIP Component:	**$96,674,997**	**$24,168,749**	**$120,843,746**
Total Regional Target	**$140,660,000**	**$33,776,111**	**$174,436,111**

Region	Regional Share (%)	Regional Minimum HSIP Component With State Match	Regional Minimum CMAQ Component With State Match	Regional TAP Component With State Match	Total Regional Target With State Match	NonCMAQ/ HSIP/TAP with State Match
Berkshire Region	3.5596	**$395,516**	**$1,334,867**	**$0**	**$6,209,305**	**$4,478,922**
Boston Region	42.9671	**$4,774,123**	**$16,112,664**	**$2,548,719**	**$74,950,144**	**$51,514,639**
Cape Cod	4.5851	**$509,460**	**$1,719,428**	**$178,764**	**$7,998,143**	**$5,590,490**
Central Mass	8.6901	**$965,570**	**$3,258,799**	**$426,039**	**$15,158,727**	**$10,508,318**
Franklin Region	2.5397	**$282,194**	**$952,405**	**$0**	**$4,430,234**	**$3,195,635**
Martha's Vineyard	0.3100	**$34,441**	**$116,238**	**$0**	**$540,698**	**$390,018**
Merrimack Valley	4.4296	**$492,173**	**$1,661,084**	**$305,423**	**$7,726,747**	**$5,268,067**
Montachusett	4.4596	**$495,506**	**$1,672,333**	**$74,990**	**$7,779,073**	**$5,536,244**
Nantucket	0.2200	**$24,442**	**$82,492**	**$0**	**$383,721**	**$276,787**
Northern Middlesex	3.9096	**$434,401**	**$1,466,103**	**$245,303**	**$6,819,770**	**$4,673,962**
Old Colony	4.5595	**$506,616**	**$1,709,829**	**$300,009**	**$7,953,491**	**$5,437,037**
Pioneer Valley	10.8099	**$1,201,102**	**$4,053,720**	**$473,939**	**$18,856,402**	**$13,127,642**
Southeastern Mass	8.9601	**$995,567**	**$3,360,039**	**$428,067**	**$15,629,657**	**$10,845,984**
Total:	**100.00**	**$11,111,111**	**$37,500,000**	**$4,981,254**	**$174,436,111**	**$120,843,746**

TITLE 23 - TRANSPORTATION FUNDING

FEDERAL FISCAL YEAR 2017
FEDERAL REGIONAL TARGETS
April 8, 2013

	Obligation Authority	Obl. Auth. Matching State Funds	Total Funding Based On Obl. Auth.
Base Obligation Authority	$550,000,000		
Redistribution, as Estimated by FHWA	$50,000,000		
Total Estimated Obligation Authority Available:	**$600,000,000**		
ABP GANS Repayment	(150,000,000)		
Total Non-Earmarked Available Statewide - (Including State Match)	**450,000,000**	**102,053,056**	**552,053,056**
Statewide Infrastructure Items:			
Statewide Infrastructure Program	$0	$0	$0
Statewide HSIP Program	$17,500,000	$1,944,444	$19,444,444
Statewide Safe Routes to Schools Program	$3,200,000	$800,000	$4,000,000
Statewide CMAQ	$30,000,000	$7,500,000	$37,500,000
Statewide Transportation Enhancements	$2,500,000	$625,000	$3,125,000
Statewide Recreational Trails	$800,000	$200,000	$1,000,000
Statewide ITS	$14,400,000	$3,600,000	$18,000,000
Statewide Design and Right of Way	$0	$0	$0
Statewide Interstate Maintenance Program	$47,718,000	$5,302,000	$53,020,000
Statewide NHS Preservation Program	$19,932,000	$4,983,000	$24,915,000
Statewide RR Grade Crossings	$4,000,000	$1,000,000	$5,000,000
Statewide Transit	$0	$0	$0
Statewide Stormwater retrofits	$4,000,000	$1,000,000	$5,000,000
Statewide ADA Implementation Plan	$3,200,000	$800,000	$4,000,000
Subtotal Statewide Infrastructure Items:	**$147,250,000**	**$27,754,444**	**$175,004,444**
Other Statewide Items:			
Award Adjustments, Change Orders, Project Value Changes, Etc.	$29,930,000	$7,482,500	$37,412,500
Planning	$24,800,000	$6,200,000	$31,000,000
DBEs, FAPO, Pavement Lab Retrofits, and Misc. Programs	$800,000	$200,000	$1,000,000
Subtotal Other Statewide Items:	**$55,530,000**	**$13,882,500**	**$69,412,500**
Regional Major Infrastructure Projects:	**$25,600,000**	**$6,400,000**	**$32,000,000**
Bridge Program:			
Statewide Bridge Maintenance Program	**$8,000,000**	**$2,000,000**	**$10,000,000**
Statewide Bridge Repl. / Rehab Program	**$67,960,000**	**$16,990,000**	**$84,950,000**
Statewide Bridge Inspection Program	**$5,000,000**	**$1,250,000**	**$6,250,000**
Subtotal Federal Aid Bridge Program:	**$80,960,000**	**$20,240,000**	**$101,200,000**
Total Regional Targets:			
Minimum Regional CMAQ Component:	**$30,000,000**	**$7,500,000**	**$37,500,000**
Minimum Regional HSIP Component:	**$10,000,000**	**$1,111,111**	**$11,111,111**
Regional TAP Component:	**$3,985,003**	**$996,251**	**$4,981,254**
Maximum Regional Non-CMAQ / HSIP Component:	**$96,674,997**	**$24,168,749**	**$120,843,746**
Total Regional Target	**$140,660,000**	**$33,776,111**	**$174,436,111**

Region	Regional Share (%)	Regional Minimum HSIP Component With State Match	Regional Minimum CMAQ Component With State Match	Regional TAP Component With State Match	Total Regional Target With State Match	NonCMAQ/ HSIP/TAP with State Match
Berkshire Region	3.5596	**$395,516**	**$1,334,867**	**$0**	**$6,209,305**	**$4,478,922**
Boston Region	42.9671	**$4,774,123**	**$16,112,664**	**$2,548,719**	**$74,950,144**	**$51,514,639**
Cape Cod	4.5851	**$509,460**	**$1,719,428**	**$178,764**	**$7,998,143**	**$5,590,490**
Central Mass	8.6901	**$965,570**	**$3,258,799**	**$426,039**	**$15,158,727**	**$10,508,318**
Franklin Region	2.5397	**$282,194**	**$952,405**	**$0**	**$4,430,234**	**$3,195,635**
Martha's Vineyard	0.3100	**$34,441**	**$116,238**	**$0**	**$540,698**	**$390,018**
Merrimack Valley	4.4296	**$492,173**	**$1,661,084**	**$305,423**	**$7,726,747**	**$5,268,067**
Montachusett	4.4596	**$495,506**	**$1,672,333**	**$74,990**	**$7,779,073**	**$5,536,244**
Nantucket	0.2200	**$24,442**	**$82,492**	**$0**	**$383,721**	**$276,787**
Northern Middlesex	3.9096	**$434,401**	**$1,466,103**	**$245,303**	**$6,819,770**	**$4,673,962**
Old Colony	4.5595	**$506,616**	**$1,709,829**	**$300,009**	**$7,953,491**	**$5,437,037**
Pioneer Valley	10.8099	**$1,201,102**	**$4,053,720**	**$473,939**	**$18,856,402**	**$13,127,642**
Southeastern Mass	8.9601	**$995,567**	**$3,360,039**	**$428,067**	**$15,629,657**	**$10,845,984**
Total:	**100.00**	**$11,111,111**	**$37,500,000**	**$4,981,254**	**$174,436,111**	**$120,843,746**

5. Operations and Maintenance Expenditures Summary

Massachusetts Department of Transportation - Highway Division
Summary of Operating and Maintenance Expenditures
Old Colony - Part 1: Non-Federal Aid

Section I - Non Federal Aid Maintenance Projects - State Bondfunds

3/31/2013

Program Group/Sub Group	Estimated SFY 2011 NFA Expenditures	Estimated SFY 2012 NFA Expenditures	Estimated SFY 2013 NFA Expenditures
01 - Bridge Repair & Replacement			
New Bridge (Excluded)	*n/a*	*n/a*	*n/a*
Bridge Replacement (Excluded)	*n/a*	*n/a*	*n/a*
Bridge Reconstruction/Rehab	$0	$0	$645,577
Drawbridge Maintenance	$174,280	$107,981	$147,810
Structure Maintenance	$3,094,940	$2,282,715	$2,695,283
	$0		
02 - Bridge Painting			
Painting - Structural	$0	$0	$0
03 - Roadway Reconstruction			
Hwy Relocation (Excluded)	*n/a*	n/a	*n/a*
Hwy Recon. - Added Capacity (Excluded)	*n/a*	n/a	*n/a*
New Construction (Excluded)	*n/a*	n/a	*n/a*
Hwy Reconstr - Restr and Rehab	$788	$12,579	$7,812
Hwy Reconstr - No Added Capacity	$0	$0	$0
Hwy Reconstr - Minor Widening	$0	$0	$0
Hwy Reconstr - Major Widening	$0	$0	$0
04 - Roadway Resurfacing			
Resurfacing	$494,055	$546,914	$1,093,827
05 - Intersection & Safety			
Impact Attenuators	$13,411	$16,962	$10,124
Safety Improvements	$0	$0	$18,284
Traffic Signals	$32,554	$31,311	$21,288
06 - Signs & Lighting			
Lighting and Electrical	$27,923	$60,358	$47,559
Sign Installation / Upgrading	$48,771	$48,291	$32,354
Structural Signing	$148	$392	$180
07 - Guardrail			
Guard Rail and Fencing	$145,157	$72,241	$72,466
08 - Maintenance			
Catch Basin Cleaning	$227,138	$300,892	$176,010
Crack Sealing	$20,320	$73,928	$31,416
Landscape and Roadside Develop	$24,665	$41,538	$22,067
Mowing and Spraying	$5,810	$6,856	$58,315
Pavement Marking	$132,377	$181,482	$104,620
Sewer and Water	$19,234	$5,511	$8,248
Process/Recycle/Trnsprt Soils	$0	$127	$42
Contract Hwy Maint.	$213,840	$320,403	$178,081
09 - Facilities			
Chemical Storage Sheds	$9,697	$2,154	$52,519
Vertical Construction	$126,209	$73,213	$66,474
10 - Bikeways (Excluded)	*n/a*	*n/a*	*n/a*
11 - Other			
Miscellaneous / No Prequal	$58,075	$74,545	$44,207
Asbestos Removal	$0	$0	$0
Demolition	$0	$0	$0
Drilling and Boring	$4,836	$686	$1,841
Hazardous Waste Remediation	$1,335	$517	$617
Utilities	$0	$0	$0
Change in Project Value	$0	$0	$0
Highway Sweeping	$0	$0	$0
Intelligent Transportation Sys	$0	$0	$0
Unknown	$12,537	$0	$4,179
Underground Tank Removal Replace	$0	$0	$0
Section I Total:	**$4,888,100**	**$4,261,594**	**$5,541,202**

Section II - Non Federal Aid Highway Operations - State Operating Budget Funding

12 - Snow and Ice Operations & Materials	$4,866,074	$2,002,086	$3,349,697
13 - District Maintenance (Mowing, Litter Management, Sight Distance Clearing, Etc.)	$809,478	$694,279	$774,822
Section II Total:	**$5,675,552**	**$2,696,365**	**$4,124,519**

Grand Total NFA:	$10,563,652	$6,957,960	$9,665,721

Massachusetts Department of Transportation - Highway Division
Summary of Operating and Maintenance Expenditures
Old Colony Region - Part 2: Federal Aid

Section I - Federal Aid Maintenance Projects

3/31/2013

Program Group/Sub Group	Estimated SFY 2011 Federal Aid Expenditures	Estimated SFY 2012 Federal Aid Expenditures	Estimated SFY 2013 Federal Aid Expenditures
01 - Bridge Repair & Replacement			
New Bridge (Excluded)	*n/a*	*n/a*	*n/a*
Bridge Replacement (Excluded)	*n/a*	*n/a*	*n/a*
Bridge Reconstruction/Rehab	$0	$0	$0
Structure Maintenance	$0	$0	$0
02 - Bridge Painting			
Painting - Structural	$0	$0	$0
03 - Roadway Reconstruction			
Hwy Relocation (Excluded)	*n/a*	*n/a*	*n/a*
Hwy Recon. - Added Capacity (Excluded)	*n/a*	*n/a*	*n/a*
New Construction (Excluded)	*n/a*	*n/a*	*n/a*
Hwy Reconstr - Restr and Rehab	$0	$0	$0
Hwy Reconstr - No Added Capacity	$802,807	$253,212	$1,135,132
Hwy Reconstr - Minor Widening	$3,359,034	$3,074,872	$4,290,562
Hwy Reconstr - Major Widening	$0	$0	$0
04 - Roadway Resurfacing			
Resurfacing	$5,916,997	$13,871,948	$6,684,792
05 - Intersection & Safety			
Impact Attenuators	$0	$0	$0
Safety Improvements	$0	$0	$0
Traffic Signals	$26,380	$1,491,258	$531,723
06 - Signs & Lighting			
Lighting and Electrical	$0	$0	$0
Sign Installation / Upgrading	$0	$0	$1,719
Structural Signing	$0	$0	$0
07 - Guardrail			
Guard Rail and Fencing	$122	$0	$41
08 - Maintenance			
Contract Highway Maintenance	$2,724	$217,640	$73,455
Landscape and Roadside Develop	$0	$0	$0
Pavement Marking	$0	$13,868	$4,623
Catch Basin Cleaning	$0	$0	$0
09 - Facilities			
Vertical Construction	$425	$0	$142
10 - Bikeways (Excluded)	*n/a*	*n/a*	*n/a*
11 - Other			
Intelligent Transportation Sys	$142,948	$29,201	$101,194
Miscellaneous / No prequal	$3,467	$0	$7,668
Reclamation	$0	$0	$0
Drilling & Boring	$564	$0	$188
Unknown	$15,508	$0	$5,169
Demolition	$0	$0	$0
Utilities	$0	$0	$0
Marine Construction	$3,101	$0	$1,034
Section I Total	**$10,274,077**	**$18,951,998**	**$12,837,441**

Section II - Federal Aid Highway Operations

11 - Other			
ITS Operations - I-93 HOV Lane Operation and Towing	$0	$0	$0
ITS Operations - Traffic Operations Center (South Boston)	$0	$0	$0
Section II Total	**$0**	**$0**	**$0**
Grand Total Federal Aid:	**$10,274,077**	$18,951,998	**$12,837,441**

Old Colony MPO
Operations and Maintenance Summary Table
For the Brockton Area Transit Authority
State Fiscal Year 2014-2017

The numbers below represent actual numbers for the previous year, the current year budget/forecast approved by the RTA Advisory Board, and Projections for the out-years as used in the Program Preview meetings with the State. The figures provided in the below table are estimates and a forecast of projected funds necessary to meet the operating needs of the regional transit authority.

Operating Revenue	***Previous***	***Current***	***Year Two***	***Year Three***	***Year Four***
	2013	**2014**	**2015**	**2016**	**2017**
Farebox	$ 3,797,000	$ 3,900,000	$ 3,997,500	$ 4,097,438	$ 4,199,873
Section 5307	$ 2,130,685	$ 2,150,000	$ 2,203,750	$ 2,258,844	$ 2,315,315
Section 5311					
CMAQ/TDM					
Fully Funded *					
Job Access/Reverse Commute	$ 160,000	$ 160,000	$ 164,000	$ 168,100	$ 172,303
JARC/ New Freedom New Service	$ 128,400	$ 130,000	$ -	$ -	$ -
Advertising	$ 100,000	$ 102,500	$ 105,063	$ 107,689	$ 110,381
Interest Income	$ 10,000	$ 10,000	$ 10,250	$ 10,506	$ 10,769
Rental Income	$ 22,000	$ 21,600	$ 22,140	$ 22,694	$ 23,261
State Contract Assistance **	$ 5,250,930	$ 5,526,970	$ 5,665,144	$ 5,806,773	$ 5,951,942
Local Assessment	$ 2,529,785	$ 2,593,030	$ 2,657,856	$ 2,724,302	$ 2,792,410
Other: (Define)	$ 185,000	$ 192,900	$ 197,723	$ 202,666	$ 207,732
TOTAL	$ 14,313,800	$ 14,787,000	$ 15,023,425	$ 15,399,011	$ 15,783,986
Operating Expenses ***	***Previous***	***Current***	***Year Two***	***Year Three***	***Year Four***
	2013	**2014**	**2015**	**2016**	**2017**
TOTAL (See Description Below)	$ 14,313,800	$ 14,787,000	$ 15,023,425	$ 15,399,011	$ 15,783,986

Footnotes:

* Fully funded refers to contract work often to Human Service Agencies

** Operating assistance provided by the State

*** Description of Operating Expenses: Salaries and Wages; Fringe Benefits; Legal, Accounting and Professional Services; Promotion/Marketing; Insurance; Equipment Leases and Rentals; Real Property Leases and Rentals; Non-capitalized Maintenance/Repair; Fuel costs; Tire costs; Office Supplies and Equipment; Interest Expense; Utilities; Management Fees; Travel and Training; and Other miscellaneous expense items.

5/14/2013

6. Statewide Project Detailed Listing

FFY 2014 THROUGH 2017 INFRASTRUCTURE PROJECT LISTING

TARGET PROJECTS

FFY	PROJ. NO.	MPO Region	DESCRIPTION	TFPCC	YOE	FUNDING SOURCE
2014	606212	Central MA	WORCESTER- MARLBOROUGH- GUIDE & TRAFFIC SIGN REPLACEMENT & RELATED WORK AT I-290 & ROUTE 85 CONNECTOR	$3,508,942	$3,508,942	STP-Flex
2014	603711	Boston Region	NEEDHAM- WELLESLEY- REHAB/REPLACEMENT OF 6 BRIDGES ON I-95/ROUTE 128: N-04-020, N-04-021, N-04-022, N-04-026, N-04-027, N-04-037 & W-13-023 (ADD-A-LANE - CONTRACT V) SOUND BARRIER	$8,500,000	$8,500,000	NHPP
2015			None	$0	$0	
2016			None	$0	$0	
2017			None	$0	$0	
			TOTAL	$12,008,942	$12,008,942	

FFY = PROPOSED FEDERAL FISCAL YEAR FOR THE OBLIGATION OF FEDERAL FUNDS (PROJECT ADVERTISING)

PROJ. NO. = PROJECTINFO NUMBER. IT IS REQUIRED THAT ALL PROJECTS IN FFY 2014 HAVE A PROJ. NO.

DESCRIPTION = THE DESCRIPTION NOTED IN PROJECTINFO

TFPCC = TOTAL FEDERAL PARTICIPATING CONSTRUCTION COST (INCLUDES CONTINGENCIES, CONSTRUCTION ENGINEERING, TRAFFIC POLICE, PARTICIPATING UTILITY COSTS, ETC.)

YOE = YEAR OF EXPENDITURE (FFY 2014 = TFPCC, FFY 2015 = TFPCC X 1.04, FFY 2016 = TFPCC X 1.08, FFY 2017 = TFPCC X 1.12)

FFY 2014 THROUGH 2017 INTERSTATE MAINTENANCE PROJECT LISTING

TARGET PROJECTS

FFY	PROJ. NO.	MPO Region	DESCRIPTION	TFPCC	YOE
2014	606582	Pioneer Valley	EASTHAMPTON NORTHAMPTON - INTERSTATE MAINTENANCE AND RELATED WORK ON I-91	$13,334,000	$13,334,000
2014	606173	Franklin	BERNARDSTON - INTERSTATE MAINTENANCE RESURFACING AND RELATED WORK	$6,372,000	$6,372,000
2014	606171	Boston	SHARON WALPOLE - INTERSTATE RESURFACING AND RELATED WORK ON I-95	$9,912,000	$9,912,000
2014	606174	Northern Middlesex	CHELMSFORD - INTERSTATE MAINTENANCE RESURFACING AND RELATED WORK	$12,489,120	$12,489,120
2014	606172	Southeastern MA	NEW BEDFORD -FAIRHAVEN - INTERSTATE MAINTENANCE RESURFACING AND RELATED WORK ON I-195	$9,912,000	$9,912,000
			TOTAL	$52,019,120	$52,019,120

FFY = PROPOSED FEDERAL FISCAL YEAR FOR THE OBLIGATION OF FEDERAL FUNDS (PROJECT ADVERTISING)

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YOE = YEAR OF EXPENDITURE (FFY 2014 = TFPCC, FFY 2015 = TFPCC X 1.04, FFY 2016 = TFPCC X 1.08, FFY 2017 = TFPCC X 1.12)

FFY 2014 THROUGH 2017 INTERSTATE MAINTENANCE PROJECT LISTING

TARGET PROJECTS

FFY	PROJ. NO.	MPO Region	DESCRIPTION	TFPCC	YOE
2015	605592	Central Mass	STURBRIDGE- HOLLAND- INTERSTATE MAINTENANCE & RELATED WORK ON I-84	$11,682,000	$12,149,280
2015	607181	Central Mass	NORTHBORO-MARLBORO - INTERSTATE MAINTENANCE AND RELATED WORK ON I-290	$7,967,360	$8,286,054
2015	606549	Merrimack Valley	GEORGETOWN NEWBURY WEST NEWBURY NEWBURYPORT SALISBURY- INTERSTATE RESURFACING & RELATED WORK ON I-95	$19,865,300	$20,659,912
2015	606574	Northern Middlesex	LOWELL TEWKSBURY ANDOVER - INTERSTATE MAINTENANCE AND RELATED WORK ON I-495	$16,765,440	$17,436,058
					$0
					$0
					$0
					$0
					$0
					$0
					$0
					$0
			TOTAL	$56,280,100	$58,531,304

FFY = PROPOSED FEDERAL FISCAL YEAR FOR THE OBLIGATION OF FEDERAL FUNDS (PROJECT ADVERTISING)

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TFPCC = TOTAL FEDERAL PARTICIPATING CONSTRUCTION COST (INCLUDES CONTINGENCIES, CONSTRUCTION ENGINEERING, TRAFFIC POLICE, PARTICIPATING UTILITY COSTS, ETC.)

YOE = YEAR OF EXPENDITURE (FFY 2014 = TFPCC, FFY 2015 = TFPCC X 1.04, FFY 2016 = TFPCC X 1.08, FFY 2017 = TFPCC X 1.12)

FFY 2014 THROUGH 2017 INTERSTATE MAINTENANCE PROJECT LISTING

TARGET PROJECTS

FFY	PROJ. NO.	MPO Region	DESCRIPTION	TFPCC	YOE
2016	606577	Pioneer Valley	HATFIELD WHATELY - INTERSTATE MAINTENANCE AND RELATED WORK ON I-91	$10,620,000	$11,469,600
2016	605588	Central MA	WORCESTER- INTERSTATE MAINTENANCE & RELATED WORK ON I-190	$14,726,400	$15,904,512
2016	606546	Boston Region	FRANKLIN INTERSTATE AND RELATED WORK ON I-495	$5,097,600	$5,505,408
2016	606176	Boston Region	FOXBOROUGH-PLAINVILLE-WRENTHAM-I. M. RESURFACING&RELATED WORK ON I-495	$14,126,960	$15,257,117
2016	607182	Franklin	GREENFIELD BERNARDSTON-INTERSTATE RESURFACING AND RELATED WORK ON I-91	$2,739,960	$2,959,157
			TOTAL	$47,310,920	$51,095,794

FFY = PROPOSED FEDERAL FISCAL YEAR FOR THE OBLIGATION OF FEDERAL FUNDS (PROJECT ADVERTISING)

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DESCRIPTION = THE DESCRIPTION NOTED IN PROJECTINFO

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YOE = YEAR OF EXPENDITURE (FFY 2014 = TFPCC, FFY 2015 = TFPCC X 1.04, FFY 2016 = TFPCC X 1.08, FFY 2017 = TFPCC X 1.12)

FFY 2014 THROUGH 2017 INTERSTATE MAINTENANCE PROJECT LISTING

TARGET PROJECTS

FFY	PROJ. NO.	MPO Region	DESCRIPTION	TFPCC	YOE
2017	607478	Franklin	WHATELY - DEERFIELD - GREENFIELD - INTERSTATE MAINT. & RELATED WORK ON I-91	$9,218,160	$10,324,339
2017	607479	Central Mass	SHREWSBURY-BOYLSTON-NORTHBORO-INT. MAINT.& RELATED WORK ON I-290	$12,876,160	$14,421,299
2017	606575	Montachusett	STERLING LEOMINSTER LANCASTER-I.M. RESURFACING AND RELATED WORK ON I-190	$15,094,560	$16,905,907
2017	607481	Boston	RANDOLPH - QUINCY - BRAINTREE - RESURFACING AND RELATED WORK	$10,148,000	$11,365,760
			TOTAL	$47,336,880	$53,017,306

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YOE = YEAR OF EXPENDITURE (FFY 2014 = TFPCC, FFY 2015 = TFPCC X 1.04, FFY 2016 = TFPCC X 1.08, FFY 2017 = TFPCC X 1.12)

FFY 2014 THROUGH 2017 NHS PRESERVATION PROJECT LISTING

TARGET PROJECTS

FFY	MPO	PROJ. NO.	DESCRIPTION	TFPCC	YOE
2014	CENTRAL MASS.	605610	NORTHBOROUGH- RESURFACING & RELATED WORK ON ROUTE 20	$4,260,000	$4,260,000
2014	CAPE COD	606178	BOURNE - RESURFACING AND RELATED WORK ON RT.28 (OTIS ROTARY)	$7,787,520	$7,787,520
2014	CENTRAL MASS.	607172	WESTBOROUGH - SOUTHBOROUGH RESURFACING AND RELATED WORK ON ROUTE 9	$7,646,400	$7,646,400
2014	PIONEER VALLEY	605582	CUMMINGTON RESURFACING AND RELATED WORK ON US ROUTE 9	$8,396,040	$8,396,040
2014	BOSTON REGION	606639	WEYMOUTH - BRAINTREE - QUINCY - RESURFACING AND RELATED WORK ON ROUTE 3	$9,912,000	$9,912,000
2014	BOSTON REGION	607472	BURLINGTON - CHELMSFORD VARIOUS LOCATION PAVEMENT PRESERVATION ON RT 3 (SHRP2)	$4,446,000	$4,446,000
			TOTAL	$42,447,960	$42,447,960

FFY	RANK	PROJ. NO.	DESCRIPTION	TFPCC	YOE
2015	BERKSHIRE	605887	SHEFFIELD - GREAT BARRINGTON - RESURFACING AND RELATED WORK ON US RT. 7	$5,976,048	$6,215,090
2015	BERKSHIRE	606544	LENOX - PITTSFIELD RESURFACING AND RELATED WORK ROUTE 7	$2,548,800	$2,650,752
2015	BOSTON REGION	607174	CHELSEA - REVERE - RESURFACING AND RELATED WORK ON ROUTE 1	$8,311,212	$8,643,660
			TOTAL	$89,684,460	$90,357,902

FFY	RANK	PROJ. NO.	DESCRIPTION	TFPCC	YOE
2016	CENTRAL MASS.	607473	WEST BROOKFIELD-BROOKFIELD RESURFACING AND RELATED WORK ON RT. 9	$1,846,464	$1,994,181
2016	OLD COLONY	607175	PLYMOUTH - RESURFACING AND RELATED WORK ON ROUTE 3	$10,472,382	$11,310,173
2016	CENTRAL MASS.	607176	SHREWSBURY - WESTBOROUGH RESURFACING AND RELATED WORK ON ROUTE 9	$12,400,080	$13,392,086
			TOTAL	$178,133,406	$181,457,805

FFY	RANK	PROJ. NO.	DESCRIPTION	TFPCC	YOE
2017	PIONEER VALLEY	607474	SOUTH HADLEY-GRANBY RESURFACING AND RELATED WORK ON ROUTE 202	$1,416,000	$1,585,920

2017	CAPE COD	606179	DENNIS - HARWICH - BREWSTER - ORLEANS - RESURFACING AND RELATED WORK ON RT. 6	$7,462,320	$8,357,798
2017	MONTACHUSETT	607475	WINCHENDON- RESURFACING AND RELATED WORK ON ROUTE 12	$1,806,875	$2,023,700
2017	MERRIMACK VALLEY	607476	METHUEN-RESURFACING AND RELATED WORK ON ROUTE 213	$5,801,989	$6,498,228
2017	BOSTON REGION	607477	LYNNFIELD-PEABODY RESURFACING AND RELATED WORK ON ROUTE 1	$5,753,916	$6,444,386
			TOTAL	$225,093,432	$233,064,277

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YOE = YEAR OF EXPENDITURE (FFY 2014 = TFPCC, FFY 2015 = TFPCC X 1.04, FFY 2016 = TFPCC X 1.08, FFY 2017 = TFPCC X 1.12)

FFY 2014 THROUGH 2017 STATEWIDE HIGHWAY SAFETY IMPROVEMENT (HSIP) PROJECT LISTING

TARGET PROJECTS

FFY	PROJ. NO.	MPO region	DESCRIPTION	TFPCC	YOE
2014	607491	Statewide	Statewide- Various Safety Strategies To Be Determined Based On 2013 SHSP And Updates	$6,000,000	$6,000,000
2014	605668	Southeastern MA	Raynham- Signal And Intersection Improvement @ Route 44 (New State Highway), Orchard Street And Route 24 Nb - Off Ramp	$1,000,000	$1,000,000
2014	604964	Northern Middlesex	Lowell- Signal & Intersection Improvements At Vfw Highway, Bridge Street & Lakeview Avenue	$1,000,000	$1,000,000
2014	607071	Statewide	Statewide- Implementation (Phase II) Of The Flashing Yellow Arrow At Signalized Intersections--One Of The "FHWA Nine Proven Countermeasures"	$2,000,000	$2,000,000
2014	606733	Southeastern MA	Attleboro- Ramp Reconstruction And Realignment From Route I-95 Sb To Route I-295 Sb	$1,000,000	$1,000,000
2014	605906	Statewide	District 5- Median Delineation Replacement On Route 6, From Dennis T.L. To Orleans T.L.	$1,000,000	$1,000,000
2014	605833	Statewide	West Springfield to Bernardston – Traffic Sign Replacement on Interstate 91	$3,111,000	$3,111,000
			Statewide HSIP Progam	**$15,111,000**	**$15,111,000**

FFY = PROPOSED FEDERAL FISCAL YEAR FOR THE OBLIGATION OF FEDERAL FUNDS (PROJECT ADVERTISING)

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FFY 2014 THROUGH 2017 STATEWIDE HIGHWAY SAFETY IMPROVEMENT (HSIP) PROJECT LISTING

TARGET PROJECTS

FFY	PROJ. NO.	MPO region	DESCRIPTION	TFPCC	YOE
2015	607072	Statewide	Statewide- Implementation (Phase III) Of The Flashing Yellow Arrow At Signalized Intersections-- One Of The "FHWA Nine Proven Countermeasures"	$1,440,000	$1,500,000
2015	607492	Statewide	Statewide- Various Safety Strategies To Be Determined Based On 2013 SHSP And Updates	$3,603,186	$3,753,319
2015	606619	Statewide	District 1 to 3- West Stockbridge to Auburn I-90 Traffic Sign Replacement	$2,783,472	$2,899,450
2015	606712	Statewide	District 3- Millbury to Boston I-90 traffic Sign Replacement	$2,777,905	$2,893,651
2015	605833	Statewide	District 2- West Springfield to Bernardston – Traffic Sign Replacement on Interstate 91	$3,901,997	$4,064,580
			Statewide HSIP Progam		**$15,111,000**

FFY = PROPOSED FEDERAL FISCAL YEAR FOR THE OBLIGATION OF FEDERAL FUNDS (PROJECT ADVERTISING)

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FFY 2014 THROUGH 2017 STATEWIDE HIGHWAY SAFETY IMPROVEMENT (HSIP) PROJECT LISTING

TARGET PROJECTS

FFY	PROJ. NO.	MPO region	DESCRIPTION	TFPCC	YOE
2016	607495	Statewide	Statewide- Sign upgrade (for retroreflectivity) on secondary roadway	$4,748,120	$5,161,000
2016	607493	Statewide	Statewide- Various Safety Strategies To Be Determined Based On 2013 SHSP And Updates	$3,680,000	$4,000,000
2016	606620	Statewide	Statewide- Taunton to Bolton I-495 Traffic Sign Replacement	$5,474,000	$5,950,000
			Statewide HSIP Progam		**$15,111,000**

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FFY 2014 THROUGH 2017 STATEWIDE HIGHWAY SAFETY IMPROVEMENT (HSIP) PROJECT LISTING

TARGET PROJECTS

FFY	PROJ. NO.	MPO region	DESCRIPTION	TFPCC	YOE
2017	607494	Statewide	Statewide- Various Safety Strategies To Be Determined Based On 2013 SHSP And Updates	$5,377,680	$6,111,000
2017	607496	Statewide	Statewide- Sign upgrade (for retroreflectivity) on secondary roadway	$4,400,000	$5,000,000
2017	TBD	Statewide	Statewide- Interstate sign upgrade project TBD	$3,520,000	$4,000,000
			Statewide HSIP Progam		**$15,111,000**

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FFY 2014 State Transportation Improvement Program - Commonwealth of Massachusetts

Federal Aid Target Projects

Transportation Alternatives Program

MassDOT Project ID ▼	MPO ▼	Municipality Name ▼	MassDOT Project Description ▼	District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
604532	Boston	Acton etc	Acton- Carlisle- Westford- Bruce Freeman Rail Trail (Phase II-A)	3	STP-TE	$11,090,000	$8,872,000	$2,218,000	Total Project Cost now $11,090,008.75 Additional funds to cover cost overun will be CMAQ
605720	Merrimack Valley	Haverhill	Haverhill- Riverwalk Construction (Bradford Section) From Route 125 To County Road	4	STP-TE	$2,410,718	$1,928,574	$482,144	(Construction) TEC = 5.32 out of 18. (C)
605181	Merrimack Valley	Methuen	Methuen- Interchange Reconstruction On I-93 At Route 110/113 Rotary, Including Removal Of M-17-017 & M-17-018, Rehab Of M-17-007 & New Bridge Construction Of M-17-040	4	STP-TE -AC	$458,334	$366,667	$91,667	Total Project Cost = $59,892,000 FY 2013, 2014 & 2015 Statewide CMAQ & TE + 2013 HPP #2434 (2005) + 2013 IM (2010 Discretionary) + FY 2013 and FY 2015 STP, CMAQ & HSIP + FY 2014 STP + HSIP (Construction). TEC = 9.63 out of 18. (C)
605144	Pioneer Valley	Amherst etc	Amherst-Northampton-Southampton-West Brookfield, Sidewalk & Wheelchair Ramp Construction on Routes 5, 9 and 10	2	STP-TE	$1,600,000	$1,280,000	$320,000	
			Statewide Transportation Enhancements Sub-Total			$15,559,052	$12,447,242	$3,111,810	
606669	Merrimack Valley	Amesbury	Amesbury- Powwow Riverwalk Construction, From Main Street To Water Street, Includes Ped Bridge A-07-034 (Phase I)	4	STP-TE	$1,058,089	$846,471	$211,618	Total Project Cost = $1,800,000 in 2012 dollars, = 1,944,000 in 2014 dollars. FY 2014 CMAQ + FY 2014 TE (STP) (Construction) TEC = 5.42 out of 18. (C)
606636	Montachusett	Athol	Athol- Scenic Byway Access & Overlook Construction.	2	STP-TE	$72,800	$58,240	$14,560	Total Cost = $72,800 Adjusted for YOE by 4%; Non Adjusted Total Cost = $70,000; TEC 4.48 of 18; Landscape & Roadside Development; Prelim Design;
			Regional Transportation Enhancements Sub-Total			$1,130,889	$904,711	$226,178	
607447	Boston	Malden	Malden- Safe Routes To School (Beebe)	4	TAP	$ 577,500	$ 462,000	$ 115,500	
607441	Boston	Manchester	Manchester- Safe Routes To School (Memorial Elementary)	5	TAP	$ 625,000	$ 500,000	$ 125,000	
607449	Boston	Westwood	Westwood- Safe Routes To School (Downey Elementary)	6	TAP	$ 686,250	$ 549,000	$ 137,250	
607452	Pioneer Valley	Springfield	Springfield - Safe Routes To School (Alice Beal)	2	TAP	$ 388,750	$ 311,000	$ 77,750	
N/A	Statewide	Statewide	SRTS - Education		SRTS	$ 824,607	$ 824,607	$ -	
N/A	Statewide	Statewide	SRTS - Planning & Design		TAP	$ 600,893	$ 480,714	$ 120,179	
			Statewide Safe Routes To Schools			**$3,703,000**	**$3,127,321**	**$575,679**	
			Recreational Trails Total			**$1,000,000**	**$800,000**	**$200,000**	
			Transportation Alternatives Total			**$21,392,941**	**$17,279,274**	**$4,113,667**	

Project estimated total costs are BY YEAR OF EXPENDITURE (YOE), for years 2015-2017 an annual inflation rate of 4% is assumed.

FFY 2015 State Transportation Improvement Program - Commonwealth of Massachusetts

Federal Aid Target Projects
STP - Surface Transportation Program

Transportation Alternatives Program

MassDOT Project ID ▼	MPO ▼	Municipality Name ▼	MassDOT Project Description ▼	District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
606891	Berkshire	Pittsfield	Pittsfield- Ashuwillticook Rail Trail Extension To Crave Avenue	1	TAP	$ 2,021,760	$ 1,617,408	$ 404,352	
607254	Berkshire	North Adams	North Adams/ Williamstown - Mohawk Bike Trail Project	1	TAP	$ 4,717,440	$ 3,773,952	$ 943,488	Construction; YOE 8%
605215	Central Mass	Uxbridge	Uxbridge- Southern New England Trunk Trail Construction	3	TAP	$ 1,205,645	$ 964,516	$ 241,129	
605181	Merrimack Valley	Methuen	Methuen- Interchange Reconstruction On I-93 At Route 110/113 Rotary, Including Removal Of M-17-017 & M-17-018, Rehab Of M-17-007 & New Bridge Construction Of M-17-040	4	TAP-AC	$ 458,334	$ 366,667	$ 91,667	Total Project Cost = $59,892,000 FY 2013, 2014 & 2015 Statewide CMAQ & TE + 2013 HPP #2434 (2005) + 2013 IM (2010 Discretionary) + FY 2013 and FY 2015 STP, CMAQ & HSIP + FY 2014 STP + HSIP (Construction). TEC = 9.63 out of 18. (C)
606503	Merrimack Valley	Newburyport	Newburyport- Clipper City Rail Trail Along The City Branch (Phase II)	4	TAP	$ 3,120,000	$ 2,496,000	$ 624,000	
			TAP Flex Statewide Sub-Total			$11,523,179	$9,218,543	$2,304,636	
TBD	Boston	Saugus	Saugus- Safe Routes To School (Veterans Memorial)	4	TAP	$ 432,000	$ 345,600	$ 86,400	
TBD	Boston	Somerville	Somerville- Safe Routes To School (Healey)	4	TAP	$ 768,960	$ 615,168	$ 153,792	
TBD	Merrimack Valley	North Andover	North Andover - Safe Routes To School (North Andover Middle)	4	TAP	$ 655,200	$ 524,160	$ 131,040	Total Project Cost = $655,200. SRTS funding is TAP Flex and requires a 20% state match (Construction) (C)
TBD	Montachusett	Fitchburg	Fitchburg - Safe Routes To School (South Street Elementary)	3	TAP	$ 540,000	$ 432,000	$ 108,000	Safe Routes to School SRTS funding is TAP Flex and requires a 20% state match. PRC approval TBD
TBD	Southeast Mass	Mansfield	Mansfield - Safe Routes to School (Jordon/Jackson Elementary)	5	TAP	$ 609,440	$ 487,552	$ 121,888	
607453	Pioneer Valley	Southampton	Southampton - Safe Routes To School (Norris Elementary)	2	TAP	$ 531,250	$ 425,000	$ 106,250	
TBD	Boston	Milton	Milton- Safe Routes To School (Grover Elementary)	4	TAP	$ 624,520	$ 499,616	$ 124,904	
N/A	Statewide	Statewide	SRTS - Education		SRTS	$ 863,268	$ 863,268	$ -	
N/A	Statewide	Statewide	SRTS - Planning & Design		TAP	$ 800,000	$ 640,000	$ 160,000	
			Statewide Safe Routes To Schools			**$5,824,638**	**$4,832,364**	**$992,274**	
			Recreational Trails Total			**$1,000,000**	**$800,000**	**$200,000**	
			Transportation Alternatives Total			**$18,347,817**	**$14,850,907**	**$3,496,910**	

Project estimated total costs are BY YEAR OF EXPENDITURE (YOE), for years 2013-2015 an annual inflation rate of 4% is assumed.

701 CMR 7.00 Use of Road Flaggers and Police Details on Public Works Projects / 701 CMR 7.00 (the Regulation) was promulgated and became law on October 3, 2008. Under this Regulation, the CMR is applicable to any Public works Project that is

FFY 2016 State Transportation Improvement Program - Commonwealth of Massachusetts

Federal Aid Target Projects

Transportation Alternatives Program

MassDOT Project ID ▼	MPO ▼	Municipality Name ▼	MassDOT Project Description ▼	District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
605020	Merrimack Valley	Boxford	Boxford - Salsibury Multi-Use Trail	4	TAP	3,850,000	3,080,000	770,000	TFPC = $26,270,248. This item is for the Salisbury Section Only
602912	Pioneer Valley	Chicopee	Chicopee- Chicopee River Riverwalk Multi-Use Path Construction, From Grape Street To Front Street (Near Ellerton Street)	2	TAP	1,785,780	1,428,624	357,156	
603783	Pioneer	Westfield	Westfield- Columbia Greenway Rail Trail Construction (Center	2	TAP	6,784,162	5,427,330	1,356,832	
603730	Pioneer	West Springfield	West Springfield- Connecticut Riverwalk & Bikeway Extension,	2	TAP	1,640,736	1,312,589	328,147	
			Statewide TAP Sub-Total			$14,060,678	$11,248,542	$2,812,136	
TBD	Boston	Waterown	Watertown - Safe Routes To School (Hosmer Elementary)	6	TAP	$ 650,000	$ 520,000	$ 130,000	
TBD	Boston	Everett	Everett - Safe Routes To School (Madelaine English)	4	TAP	$ 650,000	$ 520,000	$ 130,000	
TBD	Boston	Revere	Revere - Safe Routes To School (Garfield Elem. & Middle)	4	TAP	$ 650,000	$ 520,000	$ 130,000	
N/A	Statewide	Statewide	SRTS - Education		SRTS	$ 904,283	$ 904,283	$ -	
N/A	Statewide	Statewide	SRTS - Planning & Design and selected schools		TAP	$ 800,000	$ 640,000	$ 160,000	
			Statewide Safe Routes To Schools			**$3,654,283**	**$3,104,283**	**$550,000**	
			Recreational Trails Total			**$1,000,000**	**$800,000**	**$200,000**	
			Transportation Alternatives Total			**$18,714,961**	**$14,552,825**	**$3,562,136**	

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FFY 2017 State Transportation Improvement Program - Commonwealth of Massachusetts

Federal Aid Target Projects

Transportation Alternatives Program

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			Statewide TAP Sub-Total			$0	$0	$0	
	Statewide	Statewide	SRTS - Education and Planning & Design and selected schools		SRTS	$ 947,835	$ 947,835	$ -	
N/A	Statewide	Statewide	SRTS - Planning & Design and selected schools		TAP	$ 800,000	$ 640,000	$ 160,000	
			Statewide Safe Routes To Schools			**$1,747,835**	**$1,587,835**	**$160,000**	
			Recreational Trails Total			**$1,000,000**	**$800,000**	**$200,000**	
			Transportation Alternatives Total			**$2,747,835**	**$2,387,835**	**$360,000**	

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FFY 2014 THROUGH 2017 STATEWIDE INTELLIGENT TRANSPORTATION SYSTEMS PROJECT LISTING

TARGET PROJECTS

ITS and HOV Capital

FFY	PROJ. NO.	DESCRIPTION	TFPCC	YOE	FUNDING SOURCE
14	607422	Statewide- Real Time Traffic Monitoring (RTTM) System (AC Year 1 of 2)	$7,000,000	$7,000,000	CMAQ
14	606432	Statewide- I-95 ITS and Fiber-Optic expansion - Burlington to Woburn	$5,000,000	$5,000,000	CMAQ
		Total CMAQ	$12,000,000	$12,000,000	
		ITS and HOC / HOV Operations			
14	606916	HOC Operating and Maintenance Expenses	$520,000	$520,000	STP-Flex
14	606427	Highway Assistance Patrols - area 2 - year 3	$1,328,535	$1,328,535	STP-Flex
14	606428	Highway Assistance Patrols - area 3 - year 3	$1,328,535	$1,328,535	STP-Flex
		Total STP-Flex	$3,177,070	$3,177,070	
		Total CMAQ+STP	**$15,177,070**	**$15,177,070**	

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FFY 2014 THROUGH 2017 STATEWIDE INTELLIGENT TRANSPORTATION SYSTEMS PROJECT LISTING

TARGET PROJECTS

ITS and HOV Capital

FFY	PROJ. NO.	DESCRIPTION	TFPCC	YOE	FUNDING SOURCE
15	607422	Statewide- Real Time Traffic Monitoring (RTTM) System (AC Year 2 of 2)	$1,000,000	$1,000,000	CMAQ
15	607424	Statewide- ITS Advanced Transportaion Management System (ATMS) software (AC Year 1 of 2)	$5,769,000	$5,999,760	CMAQ
15	606923	Statewide- Consultant Services Contract for ITS Design and Support Services	$480,769	$500,000	CMAQ
15	606924	Statewide- Consultant Services Contract for ITS Design and Support Services	$480,769	$500,000	CMAQ
15	606927	Statewide- Expansion of CCTV, VMS & Traffic Sensor Network	$480,769	$500,000	CMAQ
		CMAQ Total	$8,211,308	**$8,499,760**	

ITS and HOC / HOV Operations

15	606930	HOV Lane Tow Truck Services for 2 years (Year 1)	$220,000	$228,800	STP-Flex
15	606931	HOV lane BTV Operator Contract, 2 year contract (year 1)	$220,000	$228,800	STP-Flex
15	606932	HOV Operating Expenses for two years (year 1)	$220,000	$228,800	STP-Flex
15	606916	HOC Operating and Maintenance Expenses	$850,000	$884,000	STP-Flex
15	606939	Highway Assistance Patrols - area 1 - year 1	$480,769	$500,000	STP-Flex
15	606940	Highway Assistance Patrols - area 2 - year 1	$480,769	$500,000	STP-Flex
15	606941	Highway Assistance Patrols - area 3 - year 1	$480,769	$500,000	STP-Flex
15	606942	Highway Assistance Patrols - area 4 - year 1	$480,769	$500,000	STP-Flex
15	606943	Highway Assistance Patrols - area 5 - year 1	$480,769	$500,000	STP-Flex
15	606944	Highway Assistance Patrols - area 6 - year 1	$96,154	$100,000	STP-Flex
		STP-Flex Total	$4,010,000	$4,170,400	
		Total CMAQ +STP		**$12,670,160**	

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FFY 2014 THROUGH 2017 STATEWIDE INTELLIGENT TRANSPORTATION SYSTEMS PROJECT LISTING

TARGET PROJECTS

ITS and HOV Capital

FFY	PROJ. NO.	DESCRIPTION	TFPCC	YOE	FUNDING SOURCE
16	607485	Statewide- ITS Real Time Traffic Monitoring (RTTM) System Expansion	$1,000,000	$1,080,000	CMAQ
16	607424	Statewide- ITS Advanced Transportation Management System (ATMS) software (AC Year 2 of 2)	$1,566,000	$1,566,000	CMAQ
16	606933	Statewide- Consultant Services Contract for ITS Design and Support services	$462,963	$500,000	CMAQ
16	606934	Statewide- Consultant Services Conract for ITS Design and Support services	$462,963	$500,000	CMAQ
16	606936	Statewide- ITS Expansion of CCTV, VMS, & Traffic Sensor Network	$3,800,000	$4,104,000	CMAQ
16	606938	Statewide- ITS Deploy Critical Infrastructure Surveillance	$1,620,370	$1,750,000	CMAQ
		CMAQ Total	**$8,912,296**	**$9,500,000**	

ITS and HOC / HOV Operations

16	606930	HOV Lane Tow Truck Services for 2 years (Year 2)	$324,074	$350,000	STP-Flex
16	606931	HOV lane BTV Operator Contract, 2 year contract (year 2)	$740,741	$800,000	STP-Flex
16	606932	HOV Operating Expenses for two years (year 2)	$185,185	$200,000	STP-Flex
16	606939	Highway Assistance Patrols - area 1 - year 2	$416,667	$450,000	STP-Flex
16	606940	Highway Assistance Patrols - area 2 - year 2	$416,667	$450,000	STP-Flex
16	606941	Highway Assistance Patrols - area 3 - year 2	$416,667	$450,000	STP-Flex
16	606942	Highway Assistance Patrols - area 4 - year 2	$370,370	$400,000	STP-Flex
16	606943	Highway Assistance Patrols - area 5 - year 2	$370,370	$400,000	STP-Flex
16	606944	Highway Assistance Patrols - area 6 - year 2	$92,593	$100,000	STP-Flex
		STP-Flex Total	**$3,333,333**	**$3,600,000**	
		Total CMAQ+STP		**$13,100,000**	

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FFY 2014 THROUGH 2017 STATEWIDE INTELLIGENT TRANSPORTATION SYSTEMS PROJECT LISTING

TARGET PROJECTS

ITS and HOV Capital

FFY	PROJ. NO.	DESCRIPTION	TFPCC	YOE	FUNDING SOURCE
17	607486	Statewide- ITS Highway Operations Center (HOC) Infrastructure Improvements	$1,500,000	$1,680,000	CMAQ
17	607487	Statewide- ITS ATMS Software & Hardware Systems Integration	$2,000,000	$2,240,000	CMAQ
17		Statewide- Consultant Service Contract for ITS design and Support Services	$446,429	$500,000	CMAQ
17		Statewide- Consultant Service Contract for ITS design and Support Services	$446,429	$500,000	CMAQ
17		Statewide- Expansion of CCTV, VMS & Traffic Sensor Network	$4,089,000	$4,579,680	CMAQ
		CMAQ Total	$8,481,857	**$9,499,680**	

ITS and HOC / HOV Operations

17		HOV Lane Tow Truck Services for 2 years (Year 1)	$312,500	$350,000	STP-Flex
17		HOV lane BTV Operator Contract, 2 year contract (year 1)	$714,286	$800,000	STP-Flex
17		HOV Operating Expenses for two years (year 1)	$178,571	$200,000	STP-Flex
17	606939	Highway Assistance Patrols - area 1 - year 1	$1,562,500	$1,750,000	STP-Flex
17	606940	Highway Assistance Patrols - area 2 - year 1	$1,294,643	$1,450,000	STP-Flex
17	606941	Highway Assistance Patrols - area 3 - year 1	$1,294,643	$1,450,000	STP-Flex
17	606942	Highway Assistance Patrols - area 4 - year 1	$1,071,429	$1,200,000	STP-Flex
17	606943	Highway Assistance Patrols - area 5 - year 1	$892,857	$1,000,000	STP-Flex
17	606944	Highway Assistance Patrols - area 6 - year 1	$267,857	$300,000	STP-Flex
		STP-Flex Total	$7,589,286	**$8,500,000**	
		Total CMAQ+STP		**$17,999,680**	

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FFY 2014 THROUGH 2017 STORMWATER RETROFITS PROJECT LISTING

TARGET PROJECTS

FFY	PROJ. NO.	DESCRIPTION	TFPCC	YOE	FUNDING SOURCE
2014	606990	STATEWIDE- STORMWATER RETROFITS AT VARIOUS LOCATIONS (IM/NHS)	$1,500,000	$1,500,000	STP-TE
		TOTAL	$1,500,000	$1,500,000	

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FFY 2014 THROUGH 2017 STORMWATER RETROFITS PROJECT LISTING

TARGET PROJECTS

FFY	PROJ. NO.	DESCRIPTION	TFPCC	YOE	FUNDING SOURCE
2015	606999	STATEWIDE- STORMWATER RETROFITS AT VARIOUS LOCATIONS (IM/NHS)	$2,884,615	$3,000,000	STP-FLEX
2015	607002	DISTRICT 3- STORMWATER RETROFITS AT VARIOUS LOCATIONS	$1,442,308	$1,500,000	STP-FLEX
2015	607003	DISTRICT 4- STORMWATER RETROFITS AT VARIOUS LOCATIONS	$1,442,308	$1,500,000	STP-FLEX
		TOTAL	$5,769,231	$6,000,000	

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YOE = YEAR OF EXPENDITURE (FFY 2014 = TFPCC, FFY 2015 = TFPCC X 1.04, FFY 2016 = TFPCC X 1.08, FFY 2017 = TFPCC X 1.12)

FFY 2014 THROUGH 2017 STORMWATER RETROFITS PROJECT LISTING

TARGET PROJECTS

FFY	PROJ. NO.	DESCRIPTION	TFPCC	YOE	FUNDING SOURCE
2016	607004	STATEWIDE- STORMWATER RETROFITS AT VARIOUS LOCATIONS (IM/NHS)	$1,851,852	$2,000,000	STP-FLEX
2016	607000	DISTRICT 1- STORMWATER RETROFITS AT VARIOUS LOCATIONS	$1,046,296	$1,130,000	STP-FLEX
2016	607001	DISTRICT 2- STORMWATER RETROFITS AT VARIOUS LOCATIONS	$1,046,296	$1,130,000	STP-FLEX
2016	606996	DISTRICT 5- STORMWATER RETROFITS AT VARIOUS LOCATIONS	$351,852	$380,000	STP-FLEX
2016	606997	DISTRICT 6- STORMWATER RETROFITS AT VARIOUS LOCATIONS	$351,852	$380,000	STP-FLEX
		TOTAL	$4,648,148	$5,020,000	

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YOE = YEAR OF EXPENDITURE (FFY 2014 = TFPCC, FFY 2015 = TFPCC X 1.04, FFY 2016 = TFPCC X 1.08, FFY 2017 = TFPCC X 1.12)

FFY 2014 THROUGH 2017 STORMWATER RETROFITS PROJECT LISTING

TARGET PROJECTS

FFY	PROJ. NO.	DESCRIPTION	TFPCC	YOE	FUNDING SOURCE
2017	TBD	STATEWIDE- STORMWATER RETROFITS AT VARIOUS LOCATIONS (IM/NHS)	$1,785,714	$2,000,000	STP-FLEX
2017	606994	DISTRICT 3- STORMWATER RETROFITS AT VARIOUS LOCATIONS	$1,339,286	$1,500,000	STP-FLEX
2017	606995	DISTRICT 4- STORMWATER RETROFITS AT VARIOUS LOCATIONS	$1,339,286	$1,500,000	STP-FLEX
		TOTAL	$4,464,286	$5,000,000	

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YOE = YEAR OF EXPENDITURE (FFY 2014 = TFPCC, FFY 2015 = TFPCC X 1.04, FFY 2016 = TFPCC X 1.08, FFY 2017 = TFPCC X 1.12)

OFF SYSTEM PROGRAM

MPO Region	PROJ No.	Town Name	District	Location		TIP YR.	Budget TIP Cost ($)	Total Amount to be AC'd
Berkshire	606706	Pittsfield	01	HWY WOODLAWN AVE	RR CSX	2014	$4,594,259.00	
Berkshire	605935	Williamstown	01	HWY HOPPER RD	WATER GREEN RIVER	2014	$3,348,000.00	
Pioneer Valley	604429	Pelham	02	HWY MEETNGHSE RD	WATER AMETHYST BROOK	2014	$1,846,800.00	
Montachusett	607114	**Lancaster**	**03**	**HWY JACKSON RD**	**ST 2**	2014	**$4,144,608.00**	$7,576,608.00
							$13,933,667.00	

ON SYSTEM PROGRAM

MPO Region	PROJ No.	Town Name	District	Location		TIP YR.	Budget TIP Cost ($)	Total Amount to be AC'd
Boston Region	607338	***Gloucester***	***04***	***ST128***	***WATER ANNISQUAM RIVER***	2014	**$8,450,000.00**	$17,250,000.00
Boston Region	604796	***Dedham***	***06***	***HWY PROVDNCE HWY***	***WATER MOTHER BROOK***	2014	**$5,859,000.00**	$10,868,550.00
Boston Region	605895	Bellingham	03	ST126 S MAIN ST	RR CSX (ABANDONED)	2014	$1,705,200.00	
Boston Region	604428	Chelsea	06	HWY WASHNGTON AV	RR MBTA/BMRR	2014	$4,581,284.00	
							$20,595,484.00	

ADVANCE CONSTRUCTION PROGRAM

MPO Region	PROJ No.	Town Name	District	Location		TIP YR.	Budget TIP Cost ($)
Boston Region	**603711**	**Needham-Wellesley**	**06**	**I-95**	**Rte 128**	**2014**	***$8,500,000***
Martha's Vineyard	**604029**	**Oak Bluffs - Tisbury**	**05**	**Beach Road**	**Lagoon Pond**	**2014**	***$10,000,000***
Boston Region	**600703**	**Lexington**	**04**	**Rte 2**	**I-95/Rte. 128**	**2014**	***$15,000,000***
Southeastern	**605223**	**Fall River**	**05**	**I-195/Rte. 79/Rte. 138**		**2014**	***$31,075,000***

OFF SYSTEM PROGRAM

MPO Region	PROJ No.	Town Name	District	Location		TIP YR.	Budget TIP Cost ($)	Budget TIP Cost Inflated 4% ($)	4%
Northern Middlesex	606302	Dunstable	03	HWY MAIN ST	WATER SALMON BROOK	2015	$1,857,600.00	$1,931,904.00	
Southeastern	604589	Norton	05	HWY PLAIN ST	WATER CANOE RIVER	2015	$1,735,630.00	$1,805,055.20	
Franklin	607117	Hawley	01	HWY SAVOY RD	WATER CHICKLEY RIVER	2015	$2,588,867.57	$2,692,422.27	
Berkshire	605314	New Marlborough	01	HWY HADSELL ST	WATER UMPACHENE RIVER	2015	$2,344,320.00	$2,438,092.80	
Berkshire	607121	Savoy	01	HWY RIVER RD	WATER WESTFIELD RIVER	2015	$1,953,600.00	$2,031,744.00	
Northern Middlesex	607123	Chelmsford	04	HWY HUNT RD	I 495	2015	$7,933,200.00	$8,250,528.00	
Montachusett	604838	Winchendon	02	HWY HARRIS RD	WATER TARBELL BROOK	2015	$3,135,283.00	$3,260,694.32	
Southeastern	606372	Wareham	05	HWY PAPER MLL RD	WATER WEWEANTIC RIVER	2015	$1,574,345.52	$1,637,319.34	
Central Mass.	604675	Holden	03	HWY RIVER ST	WATER QUINAPOXET RIVER	2015	$3,625,050.00	$3,770,052.00	
								$27,817,811.93	

ON SYSTEM PROGRAM

MPO Region	PROJ No.	Town Name	District	Location		TIP YR.	Budget TIP Cost ($)	Budget TIP Cost Inflated 4% ($)	Total Amount to be AC'd
Franklin	606551	Colrain	01	ST112 JCKSNVLLE RD	WATER E BR NORTH RIVER	2015	$10,427,120.00	$10,844,204.80	
Boston Region	607273	Franklin	03	ST140 OLD ST 140	RR MBTA/CSX	2015	$1,711,800.00	$1,780,272.00	
Northern Middlesex	602932	Lowell	04	HWY VFW HWY	WATER BEAVER BROOK	2015	$13,603,457.59	$14,147,595.90	
Boston Region	605883	Dedham	06	HWY NEEDHAM ST	WATER GREAT DITCH	2015	$2,912,530.50	$3,029,031.72	
Berkshire	605299	Great Barrington	01	ST183 PARK ST	WATER HOUSATONIC RIVER	2015	$5,677,694.00	$5,904,801.76	
Boston Region	603008	Woburn	04	HWY SALEM ST	RR MBTA/BMRR	2015	$4,825,458.82	$5,018,477.18	
Northern Middlesex	604537	Lowell	04	HWY MARKET ST	WATER WESTERN CANAL	2015	$3,647,058.82	$3,792,941.18	
Boston Region	600867	***Boston***	***06***	***ST 2 A/MASS AVE***	***ST 2 COMMONWEALTH AVE***	2015	**$2,803,846.15**	**$2,916,000.00**	$18,016,000.00
Merrimack Valley	603682	Amesbury	04	I 495 SB/NB	RR BMRR (ABANDONED)	2015	$10,854,511.52	$11,288,691.98	
Central Mass.	605972	Southbridge	03	ST131 MAIN ST	WATER QUINEBAUG RIVER	2015	$4,008,072.00	$4,168,394.88	
								$62,890,411.39	

ADVANCE CONSTRUCTION PROGRAM

MPO Region	PROJ No.	Town Name	District	Location		TIP YR.	Budget TIP Cost ($)	Budget TIP Cost
Southeastern	**605223**	**Fall River**	**05**	**I-195/Rte. 79/Rte. 138**		**2015**	$6,600,000	$6,600,000
Martha's Vineyard	**604029**	**Oak Bluffs - Tisbury**	**05**	**Beach Road**	**Lagoon Pond**	**2015**	$7,000,000	$7,000,000
Boston Region	**600703**	**Lexington**	**04**	**Rte 2**	**I-95/Rte. 128**	**2015**	$13,200,000	$13,200,000
Boston Region	607338	***Gloucester***	***04***	***ST128***	***WATER ANNISQUAM RIVER***	2015	$8,800,000	$8,800,000
Boston Region	604796	***Dedham***	***06***	***HWY PROVDNCE HWY***	***WATER MOTHER BROOK***	2015	$5,009,550	$5,009,550
Montachusett	607114	**Lancaster**	**03**	**HWY JACKSON RD**	**ST 2**	2015	$3,432,000	$3,432,000

OFF SYSTEM PROGRAM

Inflation

8%

MPO Region	PROJ No.	Town Name	District	Location		TIP YR.	Budget TIP Cost ($)	Budget TIP Cost Inflated ($)
Berkshire	603778	Lanesborough	01	HWY NARRAGANSETT	WATER PONTOOSUC LAKE	2016	$1,673,327.00	$1,807,193.00
Franklin	602320	Deerfield	02	HWY MCCLELLN FRM	RR BMRR	2016	$5,071,472.00	$5,477,189.76
Boston Region	607133	Quincy	06	HWY ROBERTSON ST	I 93 /US1/ST3	2016	$4,563,576.41	$4,928,662.52
Berkshire	607116	Florida	01	HWY S COUNTY RD	WATER COLD RIVER	2016	$2,705,000.00	$2,921,400.00
Pioneer Valley	604626	Belchertown/ West Springfield/ Warren	02	HWY WILSON ST	RR NECRR	2016	$1,605,700.40	$3,115,152.00
Southeastern		Fall River	05	HWY AIRPORT RD	ST 24	2016	$3,124,570.00	$3,374,535.60
Boston Region	607345	Cohasset	05	HWY ATLANTIC AVE	WATER LITTLE HARBOR INLT	2016	$4,670,896.00	$5,044,567.68
Central Mass.	606303	Rutland	03	HWY INTERVALE RD	WATER E BR WARE RIVER	2016	$1,680,000.00	$1,814,400.00
Central Mass.	607113	Dudley	03	HWY CARPENTER RD	RR ABANDONED PWRR	2016	$1,674,750.00	$1,808,730.00
Franklin	607118	Heath	01	HWY SADOGA RD	WATER BURRINGTON BROOK	2016	$1,560,000.00	$1,684,800.00
Boston Region	606632	Hopkinton	03	HWY FRUIT ST	COMB CSX & SUDBURY RIV	2016	$8,700,660.00	$9,396,713.00
Central Mass.	604468	West Brookfield	02	HWY WICKABG VLLY	WATER SUCKER BROOK	2016	$2,200,600.00	$2,376,648.00
								$43,749,991.56

ON SYSTEM PROGRAM

MPO Region	PROJ No.	Town Name	District	Location		TIP YR.	Budget TIP Cost ($)	Budget TIP Cost Inflated ($)	Total Amount to be AC'd
Boston Region	604173	***Boston***	***06***	***HWY N WSHNGTN ST***	***WATER CHARLES RIVER***	2016	**$4,631,371.30**	**$5,001,881.00**	$69,501,881.00
								$5,001,881.00	

ADVANCE CONSTRUCTION PROGRAM

MPO Region	PROJ No.	Town Name	District	Location		TIP YR.	Budget TIP Cost ($)	Budget TIP Cost
Boston Region	600867	***Boston***	***06***	***ST 2 A/MASS AVE***	***ST 2 COMMONWEALTH AVE***	2016	$ 9,100,000	$ 9,100,000
Southeastern	**605223**	**Fall River**	**05**	**I-195/Rte. 79/Rte. 138**		**2016**	$12,040,119	$12,040,119
Martha's Vineyard	**604029**	**Oak Bluffs - Tisbury**	**05**	**Beach Road**	**Lagoon Pond**	**2016**	$7,000,000	$7,000,000
Boston Region	**600703**	**Lexington**	**04**	**Rte 2**	**I-95/Rte. 128**	**2016**	$5,108,000	$5,108,000

OFF SYSTEM PROGRAM

Inflation

12%

MPO Region	PROJ No.	Town Name	District	Location		TIP YR.	Budget TIP Cost ($)	Budget TIP Cost Inflated ($)
Pioneer Valley		Amherst	02	HWY MILL ST	WATER MILL RIVER	2017	$1,852,950.00	$2,075,304.00
Franklin		Shelburne	01	HWY BARDWLL FRRY	WATER DRAGON BROOK	2017	$1,649,840.00	$1,847,820.80
Franklin		Colrain	01	HWY HEATH RD	WATER W BR NORTH RIVER	2017	$1,859,550.00	$2,082,696.00
Pioneer Valley		Chesterfield	01	HWY IRELAND ST	WATER W BR WESTFIELD RIV	2017	$2,666,568.00	$2,986,556.16
Southeastern	602564	Carver	05	HWY ROCHESTER RD	WATER WEWEANTIC RIVER	2017	$2,669,920.00	$2,990,310.40
Montachusett		Winchendon	02	HWY N ROYLSTN RD	WATER W BR MILLERS RIVER	2017	$1,838,100.00	$2,058,672.00
Franklin		Orange	02	HWY HOLTSHIRE RD	WATER MILLERS RIVER	2017	$2,611,466.00	$2,924,841.92
Berkshire		Lee	01	HWY CHAPEL ST	WATER GREENWATER BROOK	2017	$1,348,050.00	$1,509,816.00
Central Mass.	607135	Worcester	03	HWY HARRISON ST	I 290	2017	$4,480,896.00	$5,018,603.52
Berkshire		Lee	01	HWY VALLEY ST	WATER HOUSATONIC RIVER	2017	$3,353,800.00	$3,756,256.00
Montachusett	607127	Hubbardston	03	HWY EVERGREEN RD	WATER MASON BROOK	2017	$1,234,100.00	$1,382,192.00
Boston Region	604655	Marshfield	05	HWY BEACH ST	WATER CUT RIVER	2017	$3,229,160.00	$3,616,659.20
Boston Region		Waltham	04	HWY WOERD AVE	WATER CHARLES RIVER	2017	$2,013,000.00	$2,254,560.00
Northern Middlesex		Tewksbury	04	HWY MILL ST	WATER SHAWSHEEN RIVER	2017	$1,042,217.65	$1,167,283.76
Boston Region		Topsfield	04	HWY ROWLEY BRG R	WATER IPSWICH RIVER	2017	$3,501,400.00	$3,921,568.00
Central Mass.	606638	Sutton	03	HWY BLACKSTNE ST	WATER BLACKSTONE RIVER	2017	$3,711,320.00	$4,156,678.40
								$43,749,818.16

ON SYSTEM PROGRAM

Town Name	PROJ No.	Town Name	District	Location		TIP YR.	Budget TIP Cost ($)	Budget TIP Cost Inflated ($)	Total Amount to be AC'd
Boston Region	604952	***Lynn***	***04***	***ST107 WESTERN AVE***	***WATER SAUGUS RIVER***	2017	**$6,428,571.43**	**$7,200,000.00**	$41,432,760.00
								$7,200,000.00	

ADVANCE CONSTRUCTION PROGRAM

MPO Region	PROJ No.	Town Name	District	Location		TIP YR.	Budget TIP Cost ($)	Budget TIP Cost Inflated ($)
Boston Region	604173	***Boston***	***06***	***HWY N WSHNGTN ST***	***WATER CHARLES RIVER***	2017	16,000,000	16,000,000
Boston Region	600867	***Boston***	***06***	***ST 2 A/MASS AVE***	***ST 2 COMMONWEALTH AVE***	2017	6,000,000	6,000,000
Martha's Vineyard	**604029**	**Oak Bluffs - Tisbury**	**05**	**Beach Road**	**Lagoon Pond**	**2017**	$12,000,000	$12,000,000

FFY 2014 THROUGH 2017 BRIDGE PRESERVATION (NHPP) PROJECT LISTING

FFY	MPO	PROJ. NO.	DESCRIPTION	TFPCC	YOE
2014	Berkshire	607469	SANDISFIELD- BRIDGE MAINTENANCE, S-03-033, ROUTE 8 (S. MAIN ST.) OVER W. BRANCH FARMINGTON RIVER	$478,561.00	$478,561
2014	Statewide	607468	DISTRICT 2- SYSTEMATIC BRIDGE MAINTENANCE AT VARIOUS LOCATIONS	$2,812,400.00	$2,812,400
2014	Statewide	607272	DISTRICT 4- SCHEDULED BRIDGE REPAIRS & MAINTENANCE ON H-12-041	$3,744,000.00	$3,744,000
2014	Statewide	607470	DISTRICT 6- BRIDGE MAINTENANCE AT VARIOUS LOCATIONS ON I-95/I-93 (ROUTE 128/ROUTE 1)	$2,851,200.00	$2,851,200
			TOTAL	$9,886,161	$9,886,161

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FFY 2014 THROUGH 2017 BRIDGE PRESERVATION (NHPP) PROJECT LISTING

FFY	MPO	PROJ. NO.	DESCRIPTION	TFPCC	YOE
2015	Berkshire	607510	SANDISFIELD- SYSTEMATIC BRIDGE MAINTENANCE, S-03-033, ROUTE 8 (S. MAIN ST.) OVER W. BRANCH FARMINGTON RIVER (PHASE II)	$298,000.00	$309,920
2015	Statewide	607515	DISTRICT 2- SYSTEMATIC BRIDGE MAINTENANCE AT VARIOUS LOCATIONS (2015)	$1,778,400.00	$1,849,536
2015	Statewide	607505	SUB-STRUCTURE REPAIRS ON I-93 AND I-495 CORRIDOR BRIDGES IN DISTRICT 4	$2,374,800.00	$2,469,792
2015	Statewide	607509	BRIDGE CLEANING ALONG I-495, RTE. 25, RTE. 6 AND RTE. 28	$1,826,900.40	$1,899,976
2015	Statewide	607497	DISTRICT 6- SYSTEMATIC BRIDGE MAINTENANCE ON I-93/US-1/ST 3	$1,792,020.00	$1,863,701
2015	Central Mass	607518	Project Description (brief): WORCESTER-FEDRAL AID SYSTEMATIC MAINTENANCE; BRIDGE JOINTS, DECK REPAIRS, PRESSURE WASHING AND RELATED WORK; I 190 OVER RT. 12 AND RAMP B; BRIDGE NO. W-44-124 (1XF) NORTHBOUND	$1,463,100.00	$1,521,624
			TOTAL	$9,533,220	$9,914,549

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FFY 2014 THROUGH 2017 BRIDGE PRESERVATION (NHPP) PROJECT LISTING

FFY	MPO	PROJ. NO.	DESCRIPTION	TFPCC	YOE
2016	Berkshire	607511	DALTON- SYSTEMATIC BRIDGE MAINTENANCE, D-01-005, ROUTE 8 (MAIN ST.) OVER EAST BRANCH HOUSATONIC RIVER	$287,000.00	$309,960
2016	Northern Middlesex	607506	CHELMSFORD - BRIDGE DECK REPLACEMENT BRIDGE NO. C-08-037 (2K7), ST 4 NORTH STREET OVER I-495	$2,286,960.00	$2,469,917
2016	Statewide	607513	BRIDGE CLEANING ALONG THE I-95 AND I-195 CORRIDOR	$1,759,249.20	$1,899,989
2016	Statewide	607498	DISTRICT 6- SYSTEMATIC BRIDGE MAINTENANCE ON SR 3 FOR (2016)	$1,743,480.00	$1,882,958
2016	Statewide	607516	DISTRICT 2- SYSTEMATIC BRIDGE MAINTENANCE AT VARIOUS LOCATIONS (2016)	$1,712,942.40	$1,849,978
2016	Central Mass	607519	WORCESTER-FEDERAL AID SYSTEMATIC MAINTENANCE; BRIDGE JOINTS; DECK REPAIRS; PRESSURE WASHING AND RELATED WORK; I90 OVER RT. 12 NB AND RAMP B; BRIDGE NO. W-44-124 (1XG)	$1,407,400.00	$1,519,992
			TOTAL	$9,197,032	$9,932,794

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FFY 2014 THROUGH 2017 BRIDGE PRESERVATION (NHPP) PROJECT LISTING

FFY	RANK	PROJ. NO.	DESCRIPTION	TFPCC	YOE
2017	Berkshire	607512	NORTH ADAMS- SYSTEMATIC BRIDGE MAINTENANCE, N-14-019, ROUTE 8A (HODGES CROSS RD.)OVER SOUTH BRANCH HOOSIC RIVER	$276,780.00	$309,994
2017	Boston	607507	WAKEFIELD - BRIDGE DECK REPLACEMENT BRIDGE NO. W-01-021 (2MF), HOPKINS STREET OVER I-95 / ST 128	$2,205,300.00	$2,469,936
2017	Statewide	607514	BRIDGE CLEANING ALONG THE RTE. 24 AND RTE. 3 CORRIDORS	$1,696,419.60	$1,899,990
2017	Statewide	607499	DISTRICT 6- SYSTEMATIC BRIDGE MAINTENANCE ON SR 3	$1,674,000.00	$1,874,880
2017	Statewide	607517	DISTRICT 2- SYSTEMATIC BRIDGE MAINTENANCE AT VARIOUS LOCATIONS (2017)	$1,651,752.80	$1,849,963
2017	Central Mass	606075	OXFORD-STRUCTURAL STEEL CLEANING AND PAINTING AND OTHER RELATED WORK; BRIDGE NO. O-06-036 I-395 OVER DANA ROAD AND BRIDGE NO. O-06-037 I-395 SB OVER FEDERAL HILL ROAD	$1,357,102.00	$1,519,954
			TOTAL	$8,861,354	$9,924,717

FFY = PROPOSED FEDERAL FISCAL YEAR FOR THE OBLIGATION OF FEDERAL FUNDS (PROJECT ADVERTISING)

PROJ. NO. = PROJECTINFO NUMBER. IT IS REQUIRED THAT ALL PROJECTS IN FFY 2014 HAVE A PROJ. NO.

DESCRIPTION = THE DESCRIPTION NOTED IN PROJECTINFO

OFFICE = OFFICE ESTIMATE (SUM OF THE BID ITEMS)

TFPCC = TOTAL FEDERAL PARTICIPATING CONSTRUCTION COST (INCLUDES CONTINGENCIES, CONSTRUCTION ENGINEERING, TRAFFIC POLICE, PARTICIPATING UTILITY COSTS, ETC.)

YOE = YEAR OF EXPENDITURE (FFY 2014 = TFPCC, FFY 2015 = TFPCC X 1.04, FFY 2016 = TFPCC X 1.08, FFY 2017 = TFPCC X 1.12)

7. Greenhouse Gas Monitoring and Evaluation Calculations

FFY 2014-2017
Old Colony Transportation Improvement Program (TIP)
Greenhouse Gas Monitoring and Evaluation

Introduction

This section summarizes the greenhouse gas (GHG) impacts that are anticipated to result from the projects that are included in this FFY 2014-2017 Old Colony Transportation Improvement Program (TIP). It includes a summary of the state laws and policies that call for reducing greenhouse gas in order to mitigate global climate change, actions that are being to respond to these state laws and policies, the role of regional planning and TIP development in reducing GHG emission and tracking these reductions, and the projected GHG emission impacts from the projects programmed in the TIP.

State Policy Context

The Global Warming Solutions Act (GWSA), which Governor Deval Patrick signed into law in August 2008, makes Massachusetts a leader in setting aggressive and enforceable GHG reduction targets, and implementing policies and initiatives to achieve these targets. In keeping with the law, on December 29, 2010 the Massachusetts Executive Office of Energy and Environmental Affairs (EOEEA), in consultation with other state agencies and the public, released the Massachusetts *Clean Energy and Climate Plan for 2020*. This implementation plan establishes targets for overall, statewide GHG emissions:

- By 2020: 25 percent reduction below statewide 1990 GHG emission levels
- By 2050: 80 percent reduction below statewide 1990 GHG emission levels

GreenDOT Policy

The transportation sector is the single largest emitter of greenhouse gases, accounting for over a third of GHG emissions, and therefore the transportation sector is a key focus of the *Clean Energy and Climate Plan*. MassDOT's approach to supporting the implementation of the plan is set forth in its GreenDOT Policy Directive, a comprehensive sustainability initiative that sets three principal objectives:

- **Reduce greenhouse gas (GHG) emissions.** MassDOT will achieve this by taking GHG emissions into account in all of its responsibilities, from strategic planning to project design and construction and system operations.
- **Promote the healthy transportation modes of walking, bicycling, and public transit.** MassDOT will achieve this by pursuing multi-modal, "complete streets" design standards; providing choice in transportation services; and by working with MPOs and other partners to prioritize and program a balance of projects that serve drivers, pedestrians, bicyclists, and public transit riders.
- **To support smart growth development.** MassDOT will achieve this by working with MPOs and other partners to make transportation investments that enable denser, smart growth development patterns that support reduced GHG emissions.

GreenDOT Policy and Metropolitan Planning Organizations

The Commonwealth's thirteen metropolitan planning organizations (MPOs) are integrally involved in helping to achieve the GreenDOT goals and supporting the GHG reductions mandated under the GWSA.

The MPOs are most directly involved in helping to achieve the GHG emissions reductions under the second goal – to promote healthy transportation modes through prioritizing and programming an appropriate balance of roadway, transit, bicycle and pedestrian investments – and assist in the third goal by supporting smart growth development patterns through the creation of a balanced multi-modal transportation system. This will be realized through the transportation goals and policies espoused in the Regional Transportation Plans (RTPs), the major projects planned in the RTPs, and the mix of new transportation projects that are programmed and implemented through the TIPs. The GHG tracking and evaluation processes enable the MPOs to identify the anticipated GHG impacts of the planned and programmed projects, and also to use GHG impacts as a criterion in prioritizing transportation projects.

Regional GHG Tracking and Evaluation in RTPs

MassDOT coordinated with MPOs and regional planning agency (RPA) staffs on the implementation of GHG tracking and evaluation in development of each MPO's 2035 RTPs, which were adopted in September 2011. In particular, the Old Colony RTP in Chapter 2 – Mission, Goals, Objectives, and Performance Measures, and Chapter 8 – Environmental Quality, Climate Change, Hazards, and Energy, address the topic of climate change and efforts to reduce greenhouse gas emissions.

Working together, MassDOT and the MPOs have attained the following milestones:

- Modeling and long-range statewide projections for GHG emissions resulting from the transportation sector. Using the Boston MPO's regional model and the statewide travel demand model for the remainder of the state, GHG emissions were projected for 2020 no-build and build conditions, and for 2035 no-build and build conditions.
- All of the MPOs included these GHG emission projections in their RTPs, along with a discussion of climate change and a statement of MPO support for reducing GHG emissions as a regional goal.

Project-Level GHG Tracking and Evaluation in the Transportation Improvement Program

It is also important to monitor and evaluate the GHG impacts of the transportation projects that are programmed in the MPO Transportation Improvement Programs (TIP). The TIP includes both the larger, regionally-significant projects from the RTPs, which have already had their aggregate GHG impacts calculated and reported in the RTP, as well as smaller projects that are not included in the RTP but that may nevertheless have impacts on GHG emissions. The principal objective of this tracking is to enable the MPOs to evaluate expected GHG impacts of different projects and to use this information as a criterion for prioritizing and programming projects in future TIPs.

In order to monitor and evaluate the GHG impacts of TIP projects, MassDOT and the MPOs have developed the following approach for identifying anticipated GHG impacts and quantifying GHG impacts of projects, when appropriate, through the TIP. Different types of projects will have different anticipated GHG emissions impacts. The different project categories are outlined on the next two pages with this region's project tracking sheet on the third page.

- Projects with Quantified Impacts
    - **RTP Projects -** Major capacity expansion projects (e.g. Green Line Extension, I-95 Whittier Bridge Replacement) would be expected to have a significant impact on GHG emissions. However, these projects are included in the RTPs and analyzed using the statewide model or Boston regional model, which would reflect their GHG impacts. Therefore, no independent TIP calculations are required.

- **Quantified Decrease in Emissions -** Projects that would be expected to produce a measurable decrease in emissions. The approach for calculating these impacts is described below. These projects should be categorized in the following manner:
  - **Quantified Decrease in Emissions from Traffic Operational Improvement -** An intersection reconstruction or signalization project that is projected to reduce delay and congestion.
  - **Quantified Decrease in Emissions from Pedestrian and Bicycle Infrastructure -** A shared-use path that would enable increased walking and biking and decreased vehicle-miles traveled (VMT).
  - **Quantified Decrease in Emissions from New/Additional Transit Service -** A bus or shuttle service that would enable increased transit ridership and decreased VMT
  - **Quantified Decrease in Emissions from a Park and Ride Lot** A park-and-ride lot that would enable increased transit ridership/ increased ridesharing and decreased VMT
  - **Quantified Decrease in Emissions from Bus Replacement** A bus replacement that would directly reduce GHG emissions generated by that bus service.
  - **Quantified Decrease in Emissions from Other Improvement**
- **Quantified Increase in Emissions –** Projects that would be expected to produce a measurable increase in emissions.
- **Calculation of GHG Impacts for TIP Projects -** The Office of Transportation Planning at MassDOT provided the spreadsheets that are used for determining Congestion Management and Air Quality Improvement (CMAQ) eligibility. These spreadsheets require the same inputs as the CMAQ calculations, and have been adapted to provide CO_2 impacts. The data and analysis required for these calculations is available from functional design reports that should be submitted for projects that would produce a measurable GHG impact.

- **Projects with Assumed Impacts**
  - **No Assumed Impact/Negligible Impact on Emission -** Projects that do not change the capacity or use of a facility (e.g. a resurfacing project that restores a roadway to its previous condition, or a bridge rehabilitation/replacement that restores the bridge to its previous condition) would be assumed to have no GHG impact.
  - **Assumed Nominal Decrease in Emissions -** Projects that would be expected to produce a minor decrease in emissions that cannot be calculated with any precision. Examples of such projects include roadway repaving or reconstruction projects that add a new sidewalk or new bike lanes. Such a project would enable increased travel by walking or bicycling, but there may be not data or analysis to support any projections of GHG impacts. These projects should be categorized in the following manner:
    - **Assumed Nominal Decrease in Emissions from Sidewalk Infrastructure**
    - **Assumed Nominal Decrease in Emissions from Bicycle Infrastructure**
    - **Assumed Nominal Decrease in Emissions from Sidewalk and Bicycle Infrastructure**
    - **Assumed Nominal Decrease in Emissions from Intelligent Transportation Systems (ITS) and/or Traffic Operational Improvements**
    - **Assumed Nominal Decrease in Emissions from Other Improvements**

- **Assumed Nominal Increase in Emissions -** Projects that would be expected to produce a minor increase in emissions that cannot be calculated with any precision.

Regional Greenhouse Gas Impact Summary Tables for FFY 2014-2017 Old Colony TIP

The following tables summarize the calculated quantitative and assumed qualitative impacts of the projects included in the regional FFY 2014-2017 Old Colony TIP.

2014 Regional Project Tracking

MassDOT Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG Impact by the Numbers
603660	BRIDGEWATER- SIGNAL & INTERSECTION IMPROVEMENTS AT STATE ROUTE 18 & HIGH STREET	Quantified	Quantified Decrease in Emissions (See Emissions Analysis Appendix)	-3,304.784 kg Winter CO -94,020.393 kg Summer CO2
601644	BROCKTON- RESURFACING & RELATED WORK ON WEST ELM STREET, FROM WARREN AVENUE TO WEST STREET (6,800 FT.)	Quantified	Quantified Decrease in Emissions (See Emissions Analysis Appendix)	-12,609.518 kg Winter CO -358,738.067 kg Summer CO2
606071	EASTON- SIGNAL & INTERSECTION IMPROVEMENTS @ ROUTE 138 (TURNPIKE STREET) AND ROUTE 106 (FOUNDRY STREET)	Quantified	Quantified Decrease in Emissions (See Emissions Analysis Appendix)	-2,084.439 kg Winter CO -59,301.843 kg Summer CO2
		Total Impact Winter CO (in kilograms)		**-17,998.741**
		Total Impact Summer CO2 (in kilograms)		**-512,060.303**

2015 Regional Project Tracking

MassDOT Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG Impact by the Numbers
604957	PEMBROKE- RECONSTRUCTION ON ROUTE 14, FROM THE HANSON T.L. TO WASHINGTON STREET (ROUTE 53) Advance Construction Phase 1	Quantified	Quantified Decrease in Emissions (See Emissions Analysis Appendix)	-25.655 kg Winter CO -729.893 kg Summer CO2
		Total Impact Winter CO (in kilograms)		**-25.655**
		Total Impact Summer CO2 (in kilograms)		**-729.893**

2016 Regional Project Tracking

MassDOT Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG Impact by the Numbers
606036	BROCKTON- SIGNAL & INTERSECTION IMPROVEMENTS @ ROUTE 123 (BELMONT STREET)/LINWOOD STREET/LORRAINE AVENUE	Quantified	Quantified Decrease in Emissions (See Emissions Analysis Appendix)	-2,571.619 kg Winter CO -73,162.015 kg Summer CO2
604957	PEMBROKE- RECONSTRUCTION ON ROUTE 14, FROM THE HANSON T.L. TO WASHINGTON STREET (ROUTE 53) Advance Construction Phase 2	Quantified	Quantified Decrease in Emissions (See Emissions Analysis Appendix)	-25.655 kg Winter CO -729.893 kg Summer CO2
606264	PLYMOUTH- IMPROVEMENTS ON OBERY STREET, FROM SOUTH STREET TO A.A. CARANCI WAY/PLYMOUTH NORTH H.S. DRIVE INTERSECTION	Quantified	Quantified Decrease in Emissions (See Emissions Analysis Appendix)	-20,497.870 kg Winter CO -583,159.967 kg Summer CO2
		Total Impact Winter CO (in kilograms)		**-23,095.144**
		Total Impact Summer CO2 (in kilograms)		**-657,051.875**

2017 Regional Project Tracking

MassDOT Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG Impact by the Numbers
605038	PLYMOUTH- RECONSTRUCTION OF TAYLOR AVENUE, FROM WHITE HORSE ROAD TO MANOMET POINT ROAD, INCLUDES P-13-010	Qualitative	Assumed Nominal Decrease in Emissions from Bicycle and Sidewalk Improvements	TBD
		Total Impact Winter CO (in kilograms)		**TBD**
		Total Impact Summer CO2 (in kilograms)		**TBD**

Other Regional Priorities

MassDOT Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG Impact by the Numbers
605693	ABINGTON- SAFE ROUTES TO SCHOOL (CENTER SCHOOL)	Qualitative	Assumed Nominal Decrease in Emissions from Bicycle and Sidewalk Improvements	TBD
607346	ABINGTON- SUPERSTRUCTURE REPLACEMENT & SUBSTRUCTURE REHABILITATION, A-01-006, CENTRAL STREET OVER SHUMATUSCACANT RIVER	Qualitative	Assumed Nominal Decrease in Emissions from Other Improvements	TBD
601630	ABINGTON- WEYMOUTH- RECONSTRUCTION & WIDENING ON ROUTE 18 (MAIN STREET) FROM HIGHLAND PLACE TO ROUTE 139 (4.0 MILES) INCLUDES REHAB OF W-32-013, ROUTE 18 OVER THE OLD COLONY RAILROAD (MBTA)	Quantified	Quantified Decrease in Emissions (See Emissions Analysis Appendix)	TBD
606143	BROCKTON- INTERSECTION IMPROVEMENTS @ CRESCENT STREET (ROUTE 27)/QUINCY STREET/MASSASOIT BOULEVARD	Quantified	Quantified Decrease in Emissions (See Emissions Analysis Appendix)	-3,333.039 kg Winter CO -94,824.245 kg Summer CO2
601642	BROCKTON- RESURFACING & RELATED WORK ON PERKINS AVENUE, FROM SUMMER STREET TO MAIN STREET (2,800 FT.)	Quantified	Quantified Decrease in Emissions (See Emissions Analysis Appendix)	-2,106.850 kg Winter CO -59,939.432 kg Summer CO2
BROCKTON	BROCKTON- SUPERSTRUCTURE REPLACEMENT, B-25-047, ROUTE 24 OVER WEST CHESTNUT STREET	Qualitative	Assumed Nominal Decrease in Emissions from Other Improvements	TBD
DUXBURY	DUXBURY- BRIDGE REPLACEMENT, D-14-010 (48H & 48J), ROUTE 3 (PILGRIM HIGHWAY) NB/SB OVER FRANKLIN STREET	Qualitative	Assumed Nominal Decrease in Emissions from Other Improvements	TBD
603462	DUXBURY- INTERSECTION IMPROVEMENTS @ KINGSTOWN WAY (ROUTE 53) & WINTER STREET	Quantified	Quantified Decrease in Emissions (See Emissions Analysis Appendix)	-47.700 kg Winter CO -1,357.052 kg Summer CO2
606002	DUXBURY- SIGNAL INSTALLATION @ ROUTE 3 (NB & SB) RAMPS & ROUTE 3A (TREMONT STREET)	Quantified	Quantified Decrease in Emissions (See Emissions Analysis Appendix)	-1,850.931 kg Winter CO -52,658.589 kg Summer CO2

607217	EASTON - ROUTE 123 (DEPOT STREET) RECONSTRUCTION ON FROM NEWELL CIRCLE TO ROUTE 138	Quantified	Quantified Decrease in Emissions (See Emissions Analysis Appendix)	TBD
604098	EASTON- INTERSECTION IMPROVEMENTS @ ROUTE 138 (WASHINGTON STREET) & TURNPIKE STREET	Quantified	Quantified Decrease in Emissions (See Emissions Analysis Appendix)	-86.840 kg Winter CO -2,470.575 kg Summer CO2
606379	HALIFAX- REHABILITATION OF MONPONSETT STREET (ROUTE 58) FROM PLYMPTON T.L. TO LINGAN STREET	Quantified	Quantified Decrease in Emissions (See Emissions Analysis Appendix)	-12.251 kg Winter CO -348.548 kg Summer CO2
601164	KINGSTON- RECONSTRUCTION ON ROUTE 106 (MAIN STREET, WAPPING ROAD) (5,300 FEET)	Quantified	Quantified Decrease in Emissions (See Emissions Analysis Appendix)	-1,703.278 kg Winter CO -48,457.900 kg Summer CO2
607268	KINGSTON- SUPERSTRUCTURE REPLACEMENT, K-01-011, PILGRIM HIGHWAY (ROUTE 3) OVER JONES RIVER	Qualitative	Assumed Nominal Decrease in Emissions from Other Improvements	TBD
600380	PEMBROKE - REHABILITATION ON ROUTE 36 (CENTER STREET)	Qualitative	Assumed Nominal Decrease in Emissions from Other Improvements	TBD
607337	PEMBROKE - ROUTE 53 AT PLEASANT STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENTS	Quantified	Quantified Decrease in Emissions (See Emissions Analysis Appendix)	TBD
606524	PLYMOUTH- RESURFACING & RELATED WORK ON ROUTE 3	Qualitative	Assumed Nominal Decrease in Emissions from Other Improvements	TBD
607403	STOUGHTON- INTERSECTION IMPROVEMENTS & RELATED WORK AT WASHINGTON STREET (ROUTE 138) & CENTRAL STREET	Quantified	Quantified Decrease in Emissions (See Emissions Analysis Appendix)	TBD
607214	STOUGHTON- RECONSTRUCTION OF TURNPIKE STREET	Qualitative	Assumed Nominal Decrease in Emissions from Other Improvements	TBD
605351	WEST BRIDGEWATER- BRIDGE REPLACEMENT, W-18-012, SR 106 OVER THE HOCKOMOCK RIVER	Qualitative	Assumed Nominal Decrease in Emissions from Other Improvements	TBD
603456	WEST BRIDGEWATER- RECONSTRUCTION ON ROUTE 106, FROM ROUTE 28 TO EASTON T.L.	Quantified	Quantified Decrease in Emissions (See Emissions Analysis Appendix)	-15,886.505 kg Winter CO -451,967.631 kg Summer CO2

Total Impact Winter CO (in kilograms)	**-25,027.394**
Total Impact Summer CO2 (in kilograms)	**-712,023.972**

8. Administrative Modifications and Amendments

Administrative Modifications and/ or Amendments, should they take place during the course of FFY 2013, shall be included in this section.

Old Colony Planning Council

Lee Hartmann
President

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Brockton, MA 02301-4097

Pasquale Ciaramella
Executive Director

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MEMORANDUM

To: Old Colony Metropolitan Planning Organization (MPO) Signatories (City of Brockton, Town of Plymouth, Town of West Bridgewater, Town of Whitman, Brockton Area Transit, MassDOT, Old Colony Planning Council), FHWA, FTA, Old Colony Joint Transportation Committee, and interested parties

From: Charles Kilmer, AICP, Assistant Director/ Transportation Program Manager CK

Date: December 13, 2013

Subject: FFY 2014-2017 Old Colony Transportation Improvement Program (TIP) Adjustment

The Old Colony Joint Transportation Committee (JTC), at their meeting on December 12, 2013 approved the attached Adjustment (highlighted in yellow) to the FFY 2014 Element of the FFY 2014-2017 Old Colony Transportation Improvement Program (TIP) in its entirety for the Old Colony Region, in accordance with the certified 3C Transportation Planning Process.

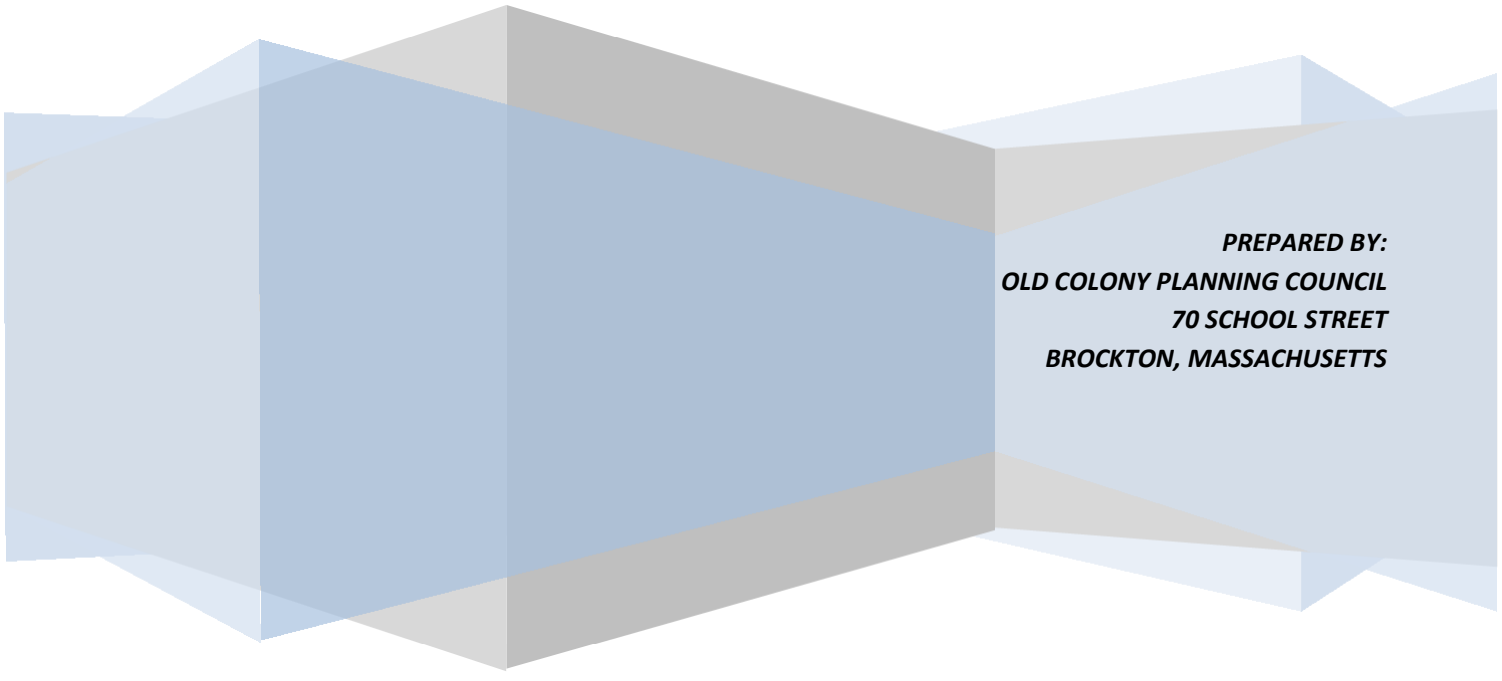
Should you have any questions, please contact me at 508-583-1833 Extension 206.

OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

FFY 2014-2017 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP) ADJUSTMENT

- **APPROVED BY THE OLD COLONY JOINT TRANSPORTATION COMMITTEE ON DECEMBER 12, 2013**

PREPARED IN COOPERATION WITH THE BROCKTON AREA TRANSIT AUTHORITY,
THE MASSACHUSETTS DEPARTMENT OF TRANSPORTATION (#69649),
THE FEDERAL HIGHWAY ADMINISTRATION, AND
THE FEDERAL TRANSIT ADMINISTRATION



PREPARED BY:
OLD COLONY PLANNING COUNCIL
70 SCHOOL STREET
BROCKTON, MASSACHUSETTS

2014 Old Colony MPO Transportation Improvement Program

07/02/13 Endorsed
12/12/13 Adjusted

Amendment/Adjustment Type ▼	MassDOT Project ID ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
	►**Section 1A / Federal Aid Target Projects**							
	►**STP - Surface Transportation Program**							
	601644	BROCKTON- RESURFACING & RELATED WORK ON WEST ELM STREET, FROM WARREN AVENUE TO WEST STREET (6,800 FT.)	5	STP	$ 3,042,048	$ 2,433,638	$ 608,410	75% Design; Total Cost YOE is $4,875,094; Funded by STP, CMAQ, HSIP, and TAP.
				STP Subtotal ►	$ 3,042,048	$ 2,433,638	$ 608,410	◄ 80% Federal + 20% Non-Federal
	►**HSIP - Highway Safety Improvement Program**							
	601644	BROCKTON- RESURFACING & RELATED WORK ON WEST ELM STREET, FROM WARREN AVENUE TO WEST STREET (6,800 FT.)	5	HSIP	$ 733,037	$ 659,733	$ 73,304	75% Design; Total Cost YOE is $4,875,094; Funded by STP, CMAQ, HSIP, and TAP
	606071	EASTON- SIGNAL & INTERSECTION IMPROVEMENTS @ ROUTE 138 (TURNPIKE STREET) AND ROUTE 106 (FOUNDRY STREET)	5	HSIP	$ 677,744	$ 609,970	$ 67,774	25% Design; Total Cost YOE is 1,377,744; Funded by CMAQ and HSIP.
				HSIP Subtotal ►	$ 1,410,781	$ 1,269,703	$ 141,078	◄ Funding Split Varies by Project Specifications
	►**CMAQ - Congestion Mitigation and Air Quality Improvement Program**							
ADJUSTMENT:Increase Cost	**603660**	BRIDGEWATER- SIGNAL & INTERSECTION IMPROVEMENTS AT STATE ROUTE 18 & HIGH STREET	5	CMAQ	$ 1,343,665	$ 1,074,932	$ 268,733	75% Design; Total Cost YOE is $1,259,683; Funded by CMAQ. **ADJUSTMENT: Increase Total Cost YOE from $1,259,685 to $1,343,665.**
	601644	BROCKTON- RESURFACING & RELATED WORK ON WEST ELM STREET, FROM WARREN AVENUE TO WEST STREET (6,800 FT.)	5	CMAQ	$ 800,000	$ 640,000	$ 160,000	75% Design; Total Cost YOE is $4,875,094; Funded by STP, CMAQ, HSIP, and TAP
	606071	EASTON- SIGNAL & INTERSECTION IMPROVEMENTS @ ROUTE 138 (TURNPIKE STREET) AND ROUTE 106 (FOUNDRY STREET)	5	CMAQ	$ 700,000	$ 560,000	$ 140,000	25% Design; Total Cost YOE is 1,377,744; Funded by CMAQ and HSIP.
				CMAQ Subtotal ►	$ 2,843,665	$ 2,274,932	$ 568,733	◄ 80% Federal + 20% Non-Federal
	►**TAP - Transportation Alternatives Program**							
	601644	BROCKTON- RESURFACING & RELATED WORK ON WEST ELM STREET, FROM WARREN AVENUE TO WEST STREET (6,800 FT.)	5	TAP	$ 300,009	$ 240,007	$ 60,002	75% Design; Total Cost YOE is $4,875,094; Funded by STP, CMAQ, HSIP, and TAP
				TAP Subtotal ►	$ 300,009	$ 240,007	$ 60,002	◄ 80% Federal + 20% Non-Federal
	►**Section 1A / Fiscal Constraint Analysis**							
				Total Federal Aid Target Funds Programmed ►	$ 7,596,503	**$ 8,379,207**	◄**Total**	**$ 782,704** **Target Funds Available**
				Total STP Programmed ►	$ 3,042,048	$ 5,286,477	◄ Max. **STP**	**$ 782,703** STP Available
				Total HSIP Programmed ►	$ 1,410,781	$ 626,937	◄ Min. **HSIP**	**$ (783,844)** HSIP Minimum Met
				Total CMAQ Programmed ►	$ 2,843,665	$ 2,165,783	◄ Min.	**$ (677,882)** CMAQ Minimum Met
				Total TAP Programmed ►	$ 300,009	$ 300,009	◄ Min. **TAP**	**$ -** TAP Minimum Met
	►**Section 1B / Federal Aid Bridge Projects**							
				BR Subtotal ►	$ -	$ -	$ -	◄ 80% Federal + 20% Non-Federal
	►**Section 1C / Federal Aid Non-Target Projects**							
	►**Earmarks**							
		No Projects Programmed			$ -	$ -	$ -	
		No Projects Programmed			$ -	$ -	$ -	
				Earmarks Subtotal ►	$ -	$ -	$ -	◄ Funding Split Varies by Earmark
	►**Other**							
		No Projects Programmed			$ -	$ -	$ -	
				Other Subtotal ►	$ -	$ -	$ -	◄ Funding Split Varies by Funding Source
	►**Section 1D / National Highway Performance Program**							
				NHPP / IM Subtotal ►	$ -	$ -	$ -	◄ 90% Federal + 10% Non-Federal
	►**NHPP / NHS -**							
		No Projects Programmed			$ -	-	-	
		No Projects Programmed			$ -	-	-	
				NHPP / NHS Subtotal ►	$ -	$ -	$ -	◄ 80% Federal + 20% Non-Federal
	►**Other**							
		No Projects Programmed						
				Other Subtotal ►	$ -	$ -	$ -	◄ Funding Split Varies by Funding Source
	►**Section 2A / Non-Federal Projects**							
		No Projects Programmed			$ -		$ -	
		No Projects Programmed			$ -		$ -	
				Non-Federal Projects Subtotal►	$ -		$ -	◄100% Non-Federal
	►**Section 2B / Non-Federal Bridge Projects**							
		No Projects Programmed			$ -		$ -	
		No Projects Programmed			$ -		$ -	
				Non-Federal Bridge Projects Subtotal►	$ -		$ -	◄100% Non-Federal

2014 Old Colony MPO TIP Summary

	TIP Section 1: ▼	**TIP Section 2: ▼**	**Total** of All Projects ▼	
Total ►	$ 7,596,503	$ -	$ 7,596,503	◄ Total Spending in Region
Federal Funds ►	$ 6,218,281		$ 6,218,281	◄ Total Federal Spending in Region
Non-Federal Funds ►	$ 1,378,223	$ -	$ 1,378,223	◄ Total Non-Federal Spending in Region

701 CMR 7.00 Use of Road Flaggers and Police Details on Public Works Projects / 701 CMR 7.00 (the Regulation) was promulgated and became law on October 3, 2008. Under this Regulation, the CMR is applicable to any Public works Project that is performed within the limits of, or that impact traffic on, any Public Road. The Municipal Limitation referenced in this Regulation is applicable only to projects where the Municipality is the Awarding Authority. For all projects contained in the TIP, the Commonwealth is the Awarding Authority. Therefore, all projects must be considered and implemented in accordance with 701 CMR 7.00, and the Road Flagger and Police Detail Guidelines. By placing a project on the TIP, the Municipality acknowledges that 701 CMR 7.00 is applicable to its project and design and construction will be fully compliant with this Regulation. This information, and additional information relative to guidance and implementation of the Regulation can be found at the following link on the MassDOT Highway Division website: http://www.massdot.state.ma.us/Highway/flaggers/main.aspx